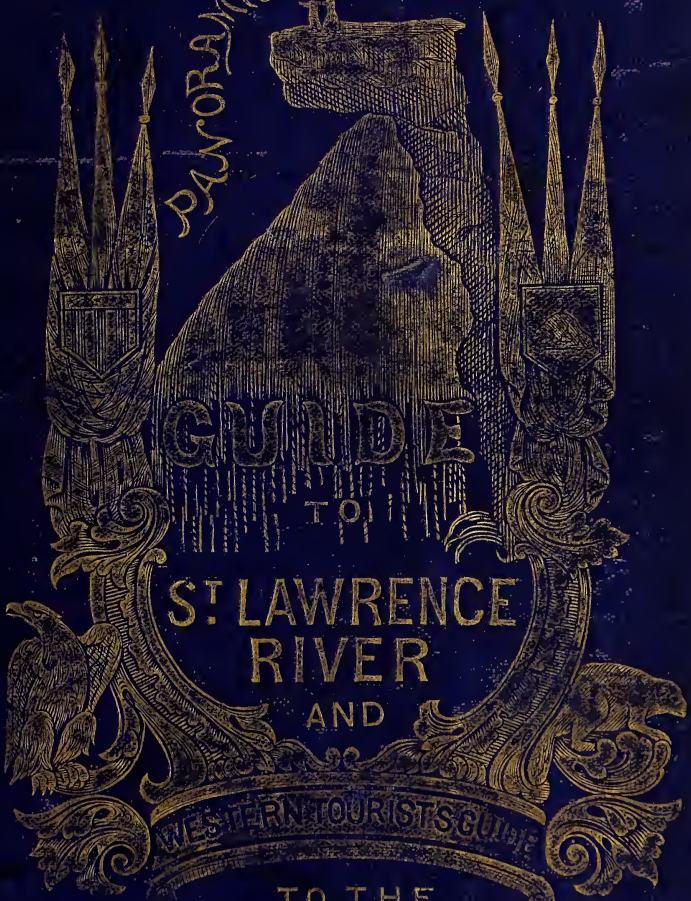
GHISHOLM'S ALL ROUND ROUTE AND PANORAMIC



GUIDE TO ST. LAWRENCE RIVER AND WESTERN TOURIST'S GUIDE

TO THE
GREAT WEST. NORTH WEST.
AND
FAR WEST.

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"Th Drive"

CLA NDS

BURNING SPRING,

CROSSING TWO MAGNIFICENT

WIRE ✣ SUSPENSION ✣ BRIDGES

AND THREE OTHER BRIDGES.

FIFTY CENTS

Admits through the whole drive, over all the bridges, and into the Burning Spring.

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BURNING SPRING.

☞ See description on page 157 of this book.

ESTABLISHED 40 YEARS.

G. R. RENFREW & CO.,

QUEBEC,

Will offer during the traveling Season their Large and Valuable Stock of

at unusually low prices.

TOURISTS ARE INVITED TO VISIT THEIR FUR SHOW ROOM OPEN DURING THE SUMMER.

Ladies' Real Sealskin and Ermine Sacques, Setts, Hats, Gauntlets, &c:

Hudson Bay and Russia Sables, Gentlemen's Sealskin Coats, Caps, Gauntlets, Cigar Cases and Purses, Sleigh Robes and Carriage Rugs, Indian Works, Snowshoes, Moccasins, &c., Moose and Cariboo Heads and Antlers.

—ALSO—

Lincoln & Bennett's best London Hats,

BEST LONDON MADE UMBRELLAS,

Dent's Kid Gloves, &c., &c.

☞ Orders by Mail promptly attended to.

35 BUADE STREET,

OPPOSITE THE FRENCH CATHEDRAL,

QUEBEC.

RICHELIEU HOTEL.

NOTRE DAME STREET.

ST. VINCENT STREET.

I. B. DUROCHER, - - Proprietor.

CORNER NOTRE DAME STREET,

Opposite the Court House, Montreal.

The above is the only First-Class Hotel situated in the centre of the city of Montreal kept on the American and European plans—a necessity so long desired by the travelling public. During the past winter the Hotel has been rebuilt and enlarged, and now extends through from St. Vincent Street to Jacques Cartier Square, forming the largest and most complete Block of Buildings in the city. It contains accommodation for over **400 GUESTS**, with every possible modern convenience and luxury that careful thought can suggest, and has, situated on the roof of the main building, a Garden with Pavilion—from which guests can obtain the finest Panoramic View of the City, Mountain, River St. Lawrence and surroundings, thus making this Hotel by far the most preferable resort for Tourists in the city of Montreal.

The Terms of this Hotel will be found as reasonable as any first-class house on the continent, and are as follows :—American Plan, from Two ($2) to Three ($3) Dollars per day; rooms *en suite*, with bath attached, extra. European Plan—Rooms from One ($1) Dollar per day upwards. Restaurant *à la carte*.

Tourists will find on every Boat one of our Agents, who will be honored to receive any orders and make any special agreement to secure them all the comfort required.

One visit is respectfully solicited to convince the public of the comfort and completeness of our arrangements.

Tourists are Specially Warned against the misrepresentation of interested parties, this being the only really First-Class Hotel in the city that is conducted on the European and American principle.

ISIDORE B. DUROCHER, Proprietor.

N.B.—The 'Busses of the Hotel will be found awaiting the arrival of all Trains and Steamers.

CANADA PAPER CO.

(LIMITED.)

LATE, ANGUS, LOGAN & CO.,

MANUFACTURERS OF

News, Book and Coloured Printing Papers,

ENVELOPE PAPERS and ENVELOPES,

Manilla, Brown, Grey and Straw Wrapping Papers, Roofing Felt and Match Paper, Strawboard and Paper Bags, Cards and Card Board, Blank Books.

—IMPORTERS OF EVERY DESCRIPTION OF—

Writing and Jobbing Papers, Enamelled Papers, Envelopes.

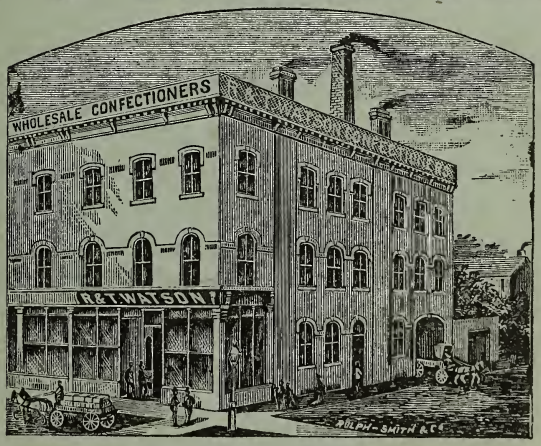
MILLS AT WINDSOR, SHERBROOKE AND PORTNEUF.

374, 376, 378 ST. PAUL ST., MONTREAL.

BRANCH HOUSE, 11 FRONT ST., TORONTO.

R. & T. WATSON,

Wholesale and Manufacturing Confectioners.



65 JARVIS, and 2, 4 and 6 DUKE STREETS.

TORONTO, ONT.

AMERICAN

AND

CANADIAN HOTELS

FOR

TRAVELLERS,

AND

PRINCIPAL

SUMMER RESORTS.

In the list of American and Canadian Hotels and SUMMER RESORTS following no attempt is made at supplying a complete chain in any direction, though such an arrangement will be gradually made in our future Editions. Of the Hotels mentioned, however, it is necessary to say that none have place except such as have been personally tested, and found well located and capable of supplying excellent accommodation, and upon the special features ascribed to which the utmost dependence can be placed by all interested. For locations, names of proprietors, etc., see the following announcements.

*

ARLINGTON HOTEL,

SARATOGA SPRINGS, N.Y.,

This first-class Hotel is open all the year round, and contains 200 rooms for guests, newly furnished and provided with all the modern improvements, as Bath Rooms, Electric Bells, Elevators, etc. Rooms can be obtained en suite if desired, and special arrangements will be made with parties stopping the season. It is centrally located, being directly opposite the United States Hotel, and less than two minutes walk from the Railroad Depot. The proprietors have an experience of 20 years in the business, which is a guarantee of complete satisfaction to guests. Rates are uniform all the year round.

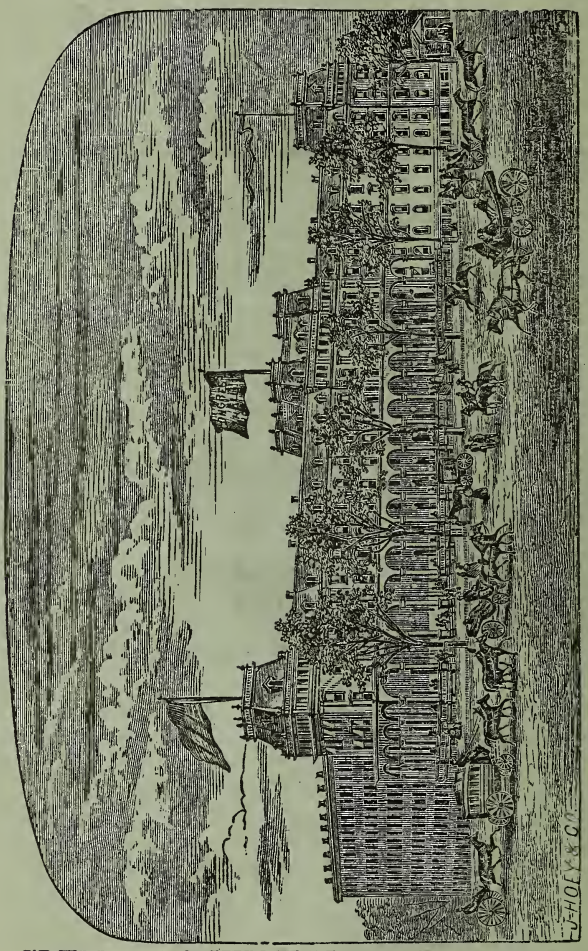
R. McMICHAEL,
J. P. DENNIN, } *Proprietors.*

See pages 87, 88.

CONGRESS HALL,

SARATOGA SPRINGS, N.Y.

OPENED JUNE 18th, 1881.



RATES, $3.50 PER DAY.

CLEMENT & WILKINSON, Proprietors.

H. S. CLEMENT. WM. WILKINSON.

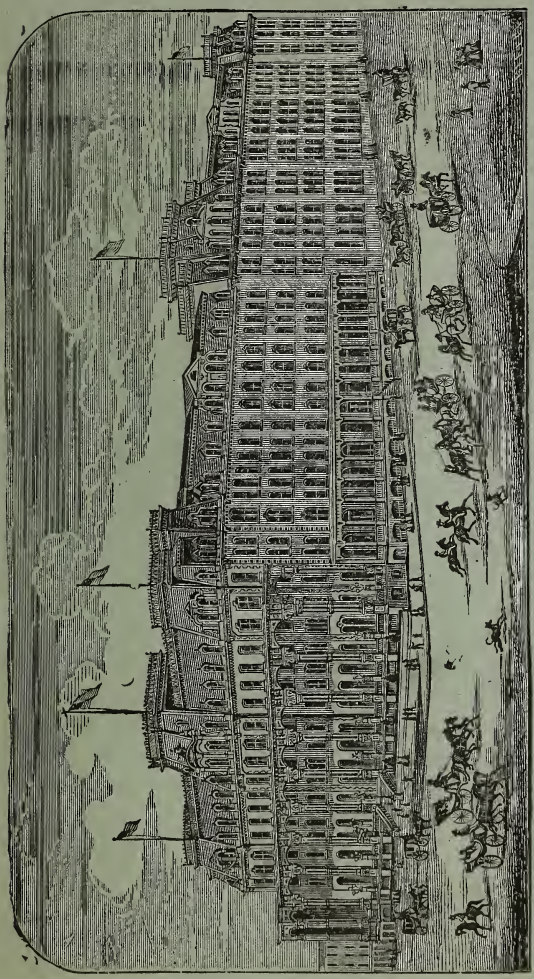
See pages 72, 73.

UNITED STATES HOTEL

SARATOGA SPRINGS, N. Y.

TOMPKINS, GAGE & CO., Proprietors.

H. TOMPKINS. W. G. GAGE. J. L. PERRY. L. H. JANVRIN.



THE UNITED STATES HOTEL, as it stands now, was built in 1874 on the ground occupied by the old Hotel of the same name, which had been burnt down, and presents an appearance truly palatial, and unexcelled by any of the finest Hotels of the world. In capacity, also, for accommodating guests, it surpasses any House in either Continent, having nine hundred and seventeen rooms. The architectural design of the building is very attractive, being after the Norman; the whole capped with Mansard roof, adorned with stylish devices of architecture and surmounted by several Oriental pavilions. The main building towers from a height of six stories, and has a length of nearly one-third of a mile. The main building is situated on the corner of Broadway and Division streets, and presents a frontage of two hundred and thirty-two feet on the former, and of six hundred and fifty-six feet on the latter. Attached to this is a wing of dimensions corresponding with those of the main building, and running west from it for a distance of over five hundred feet. The appellation of "Cottage" has been given this, as it is intended more especially for the accommodation of families and parties who desire apartments and *suites* in a retired situation, where they can feel themselves as much at home as in their own houses. It has been the special aim of the Proprietors to anticipate and meet the wishes and wants of the large portion of their patrons and frequenters of summer resorts generally, who desire the privacy of home in their visits to Saratoga, and consequently the "Cottage" is laid out and fitted with a view to meet this object in every respect. Rooms can be secured in any number *en suite* up to seven, and perfect retirement obtained, which may at will be exchanged in a few moments for the greater excitement and gaiety which surround it.

The furniture and ornamentation of the Drawing Rooms and Dining Rooms are as handsome as the art of the upholsterer and painter can make them, and the Ball Room is frescoed and tinted with sketches and designs from the hands of the most accomplished decorative artists of the country.

The names of the Managers, Messrs. TOMPKINS, PERRY, GAGE & JANVRIN, are a guarantee that everything in the management of the Hotel will be conducted in the most approved style, and with a view to the complete gratification and comfort of guests.

LAWN VIEW OF UNITED STATES HOTEL, SARATOGA, N.Y.

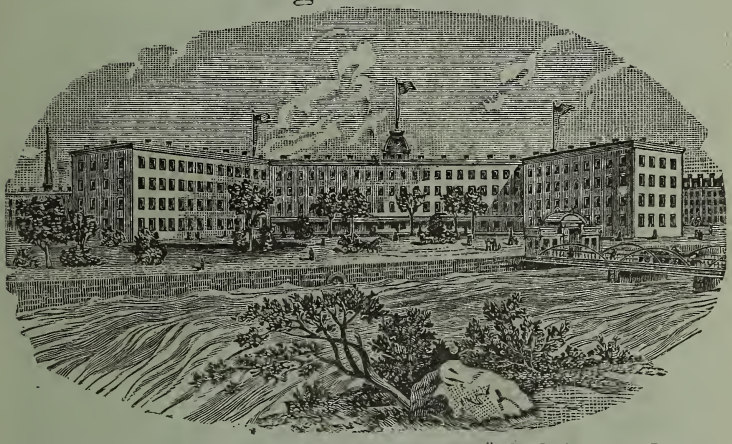
Each of these gentlemen has a long record in conducting the best establishments of the country, and in their efforts will enjoy the advice and assistance of the Hon. JAMES MARVIN, whose name is associated with Saratoga's success.

A prominent feature of the establishment is the beautiful Court formed and embraced by the buildings, and which, with its dashing fountains, shady walks, winding paths, evergreen sward and choice statuary, forms an attractive retreat and a brilliant promenade, particularly in the evening, when it is brilliantly illuminated, and the Orchestra, composed of first-rate musicians, discourses a choice selection of music. Overlooking this beautiful spot are piazzas to three stories, running the whole length of the interior of the buildings, affording cool places for promenading and surveying the charming scene below them. Piazzas also run along the entire front of the main building facing on Broadway, and for several hundred feet facing Division street, from which views of the Village and other Hotels can be had. For the gentlemen, retiring and reading rooms are provided. The bedrooms are furnished in the newest and most fashionable style, and are supplied with every convenience. Ample provision has been made against fire by means of a number of fire-proof partitions which divide the buildings into fire-proof compartments, added to which are fire-hydrants in each compartment and in each story, and fire-escapes by ten staircases. Elevators are in constant operation for the convenience of guests.

See pages 74, 79.

INTERNATIONAL HOTEL,

Niagara Falls.



Good Rooms and Board only $3.00 per day.

BEST HOTEL AT THE FALLS.

The International Hotel Co., { A. CLUCK. H. S. WARE. F. R. DELANO.

ALVA CLUCK, Jr., Cashier.

This magnificent Hotel, which has always been the favorite for the tourist, and pleasure seeker, is not only the LARGEST but also the FINEST at Niagara, with **Accommodations for 600 Guests,** combining all the modern improvements; one prominent feature of which is its large rooms with high ceilings and perfect ventilation, as well as being comparatively fire-proof. Magnificent Apartments (both single and en suite), from the windows of which can be seen the Grand American Rapids, Goat Island and Prospect Park.

POPULAR PRICES, 1881.—RATES OF BOARD REDUCED.

200 Rooms reduced to $3.00 per day.

100 Rooms reduced to $3.50 per day.

Parlor Floors, $4.00 per day.

A LIBERAL DISCOUNT by the Week or Month for regular Boarders.

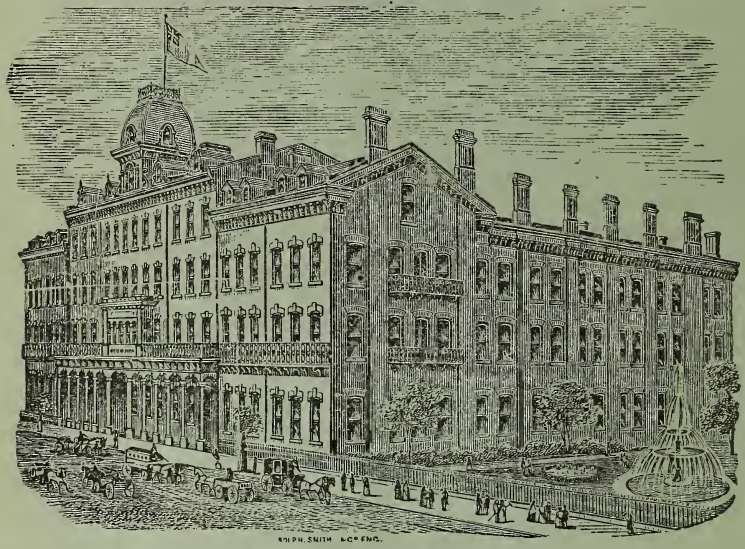
NEW AND HANDSOME PASSENGER AND BAGGAGE ELEVATORS.

MUSIC FOR HOPS DURING THE SEASON.

☞Porters and Omnibuses at the Depots on the arrivals of all trains. Railroad Steamboat, Livery and Telegraph Offices in the Hotel. For further particulars see page 145.

THE QUEEN'S,

TORONTO, ONT.



McGAW & WINNETT, - - Proprietors.

Open all the year, with capacity for three hundred and fifty guests. Passenger elevator attached. The beautiful and spacious grounds with Lawn Tennis, Chivalerie and Croquet Lawns, render it very desirable for those requiring recreation.

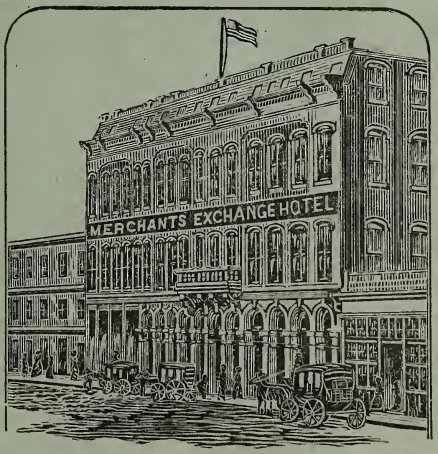
The Queen's is one of the largest and most comfortable Hotels in Canada. Rooms single or en suite, with Bath-rooms attached, on every floor. Terms for Board, per day, $2.50 to $3.50, according to location of rooms.

PREBLE HOUSE.

The House has been thoroughly refitted with every regard to comfort, and the aim is to make it first-class in all its appointments. Under its present management the PREBLE has lost none of its former popularity, but has rather gained in favor with the traveling public. M S. GIBSON, Proprietor, PORTLAND, Me.

MERCHANTS EXCHANGE HOTEL,

This House is first-class. It is the most centrally located for business or pleasure of any house in Portland. It has been enlarged, newly furnished and an elegant billiard Hall attached, with the famous Monarch Tables of Chicago.



Terms—On the American Plan, $1.50 to $2.00 per day. For Rooms, 50c. and upwards for each person. Rooms can be secured by telegraph. Horse cars to the various depots pass the hotel every 15 minutes. Conducted on the American and European plans.

NOS. 15 TO 23 TEMPLE STREET, PORTLAND, ME.

J. T. SMITH, - - - Proprietor.

Thayers' Hotel,

LITTLETON, N.H.

H. L. THAYER & SON, Proprietors.

THIS first-class popular House is still owned and kept by the subscribers, whose experience as hotel-keepers enables them to make their house as pleasant a resort for summer tourists as can be found in the vicinity of the White Mountains. This House, located in the central part of the village, with delightful surroundings, possesses that peculiarly "HOME-LIKE" character so desirable to those who wish to sojourn for a time among the magnificent monntains and charming scenery of this "Switzerland of America."

Few towns in New England, if any, possess greater natural attractions than Littleton, and from no point can so great a variety of beautiful, romantic and magnificent views be obtained by a short and pleasant ride or walk, as from this Hotel.

The cars arrive here at 3.09 and 5.05 in the afternoon, and 7.50 in the evening, rendering it a convenient resting-place for the night, as all can just as well have a comfortable night's sleep as to be hurried to the hills, through tickets being good for the next day. It is much better to wait until morning before going to the mountains, as the chance for obtaining good rooms at the mountain hotels is altogether better than at night. This is an important fact, and travellers should bear it in mind.

Sure cure for Hay Fever and Catarrhal difficulty. Free Coach to and from the Cars for patrons of the House. The best of Livery accommodations to be had at all times.

H. L. THAYER & SON, Proprietors.

Littleton, N.H., May 12th. 1881.

BAY VIEW HOUSE,

PEAK'S ISLAND,

PORTLAND HARBOR, ME.

This popular Summer Hotel is situated three miles from the City of Portland, on one of the most beautiful of the three hundred and sixty-five Islands in Casco Bay. It offers superior facilities for Boating, Bathing, and Deep Sea Fishing. Rooms large, both in suites and single. Communication with the city every half hour during the day, making it one of the most attractive and desirable Summer Resorts on the coast of Maine. All letters of inquiry promptly answered.

JOHN T. STERLING & SON, - - Proprietors.

HOTEL KALTENBACH,

NIAGARA FALLS.

Open Summer and Winter.

A small Hotel, new in 1878, opposite the Rapids, near and above the Cataract Hotel. A first-class house in every respect.

A. KALTENBACH, - - Proprietor.

SULLIVAN HOUSE,

CLAREMONT, N.H.

M. H. VOLK, - - - - Proprietor.

This House is one of the best appointed and most comfortable in the State, being supplied with all the modern conveniences and appliances.

Livery in connection with this Hotel.

WHITE RIVER HOTEL,

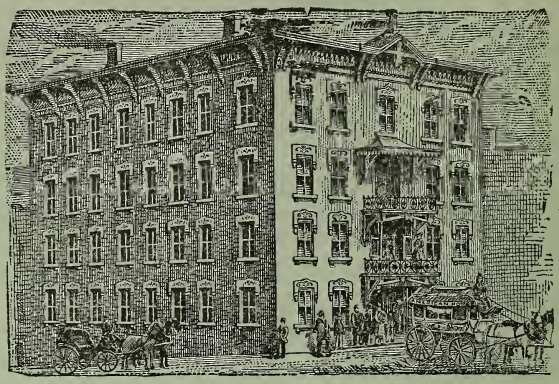
HARTFORD, VT.

This House is situated on the line of the Central Vermont Railroad, 1 mile above White River Junction, bringing it in direct communication with Montreal. It has been thoroughly re-painted, and newly furnished throughout, and is now ready for the traveling public. No pains will be spared to make the house as desirable a place of resort as heretofore to travelers, and persons desiring board will find it a quiet place to spend a few weeks at all times.

C. W. PEASE, Proprietor.

American House,

ST. ALBANS, VT.



S. I. STROUD, Prop.

The Commercial Hotel of the Town, and the most centrally located House for business. Free Bus to and from the Depot.

Montreal House,

OLD ORCHARD BEACH, Maine.

Mrs. A. B. BLANCHARD = Proprietress.

This cosy little hotel, situated directly on the beach, has been purchased by MRS. A. B. BLANCHARD, formerly of the Blanchard House, and will be open for the public June 1st, 1881. This house is second to none of its size, and surrounded as it is by croquet lawns, flower gardens and shade, offers to the summer boarder the same comforts usually found only in the country. For home comforts and quiet rest, none excel the Montreal. **Terms Reasonable.**

For prices and situation of rooms address the proprietress.

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CHISHOLM'S
ALL-ROUND ROUTE
AND
PANORAMIC GUIDE
OF THE
ST. LAWRENCE:

HUDSON RIVER; SARATOGA; TRENTON FALLS; NIAGARA; TORONTO; THOUSAND ISLANDS, AND THE RIVER ST. LAWRENCE; OTTAWA; MONTREAL; QUEBEC; THE LOWER ST. LAWRENCE AND SAGUENAY RIVERS; THE WHITE MOUNTAINS; PORTLAND; BOSTON; NEW-YORK,

—AND—

WESTERN TOURISTS' GUIDE
TO THE
FAMOUS SUMMER RESORTS
OF THE
GREAT FAR WEST,

EMBRACING

DETROIT, CHICAGO, MILWAUKEE, ST. PAUL, MINNEAPOLIS, &C.

CHICAGO, ILL., and MONTREAL, P.Q.:

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THE
AMERICAN HOTEL,
SARATOGA, N.Y.

(OPENED JUNE 18, 1881.)

THIS HOTEL is most favourably situated on Broadway about midway between the United States and Grand Union Hotels, in the midst of a beautiful Avenue of Trees, in close proximity to Congress Park and Congress Spring, and within a few minutes walk of the other Springs. The house is four stories high, with a roomy Piazza extending the whole length of the building, and contains 125 bed-rooms, well-lighted and elegantly furnished.

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ELECTRIC BELLS IN EVERY ROOM.

The Table will always be Supplied with the Delicacies of the Season,

FROM EVERY PART OF THE COUNTRY,

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Arrangements for Rooms, or Suites, may be made on application to the Lessees.

N. B. For further particulars, see descriptive notice concerning hotels, etc., of SARATOGA SPRINGS,

MESSRS. FARNHAM & BUSH,
SARATOGA, N. Y.

INTRODUCTION.

The Publishers of this well-known Tourists' Guide have no apology to offer their many patrons in presenting to the Traveling Public, a new, complete and revised edition of their Guide, which has been established for the past ten years. They feel that this splendid edition of their book will fill a vacancy that has long been felt. The present edition, will contain about 150 pages of new subject matter, *which has been prepared expressly for this work.* This Guide, in its new form, not only embraces all the famous pleasure and summer resorts of the East, but will show how to reach them by the most popular routes, either by rail or water, and furnish to the Tourist reliable and authentic descriptions of them. To stop at this point would be only half completing the object aimed at, therefore, commencing with the present edition, we have not only done all this, but a great deal more, having added all of the principal summer and pleasure resorts of the West and Great North-West; this being a special feature. Upon referring to this part of our Guide, the reader will find it contains a full and complete description of Chicago with many new and beautiful illustrations of the Queen City of the Lakes, from its earliest settlement down to the present time, and tells of the *Famous Health and Pleasure Resorts* of the *North West.* This Guide describes all points of interest to the traveler, from New York to St. Paul, and Minneapolis.

Last year's edition of the ALL-ROUND ROUTE AND PANORAMIC GUIDE OF THE ST. LAWRENCE, AND WESTERN TOURISTS' GUIDE, in its new form, has far

exceeded in its success the most sanguine anticipation of the proprietors, and they feel that their desire to publish such a book as would meet the requirements of the American traveler, in making the popular tours described therein, has been fully appreciated.

They feel certain that the present edition will prove still more useful and attractive than all previous ones, advantage having been taken of suggestions made in regard to alterations, additions and improvements.

This Guide is profusely illustrated, and furnished with maps of the various routes. It also gives the distances from point to point, full descriptions of lakes, rivers, mountains, and everything of a picturesque nature that will attract the attention of the traveller. Particular care has been taken to collect information respecting the various Railway and Steamboat Lines that will be of value to the tourist, and neither time, money nor labor, has been spared to make this volume reliable in every particular. The reader will be pleased to learn that this Guide has been compiled from the personal experience of the Compiler, who has travelled over the entire route, from New York to the Lower Saguenay, thence all through the White Mountains, and westward to Chicago, north-west through Wisconsin and Minnesota, back to Chicago, thence over each of the popular trunk lines eastward to Boston and New York.

This Guide will undergo a thorough annual revision, and the Publishers will be thankful for any corrections or additions that may be suggested.

CHISHOLM'S ALL-ROUND ROUTE

AND

PANORAMIC GUIDE

OF THE

RIVER ST LAWRENCE,

AND

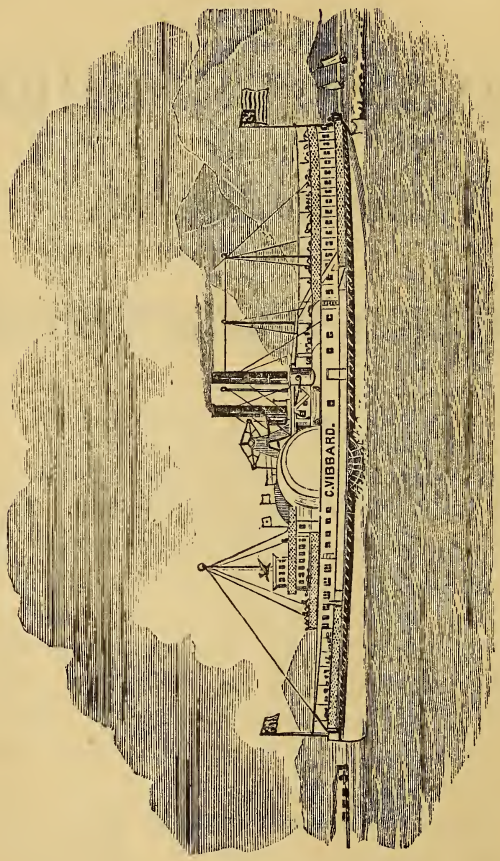
WESTERN TOURISTS' GUIDE

THE HUDSON RIVER.

PROBABLY no other river in the world presents so great a variety of views as the Hudson. Throughout its whole extent there is a combination of the finest views, and each turn in its course reveals fresh pictures which serve to illustrate some of the best scenery of the Old World. Some travelers have pronounced the Hudson grander than the Rhine. Certainly the unprejudiced opinion of tourists will agree with that of Thackeray, who has given to this noble river the verdict of Beauty.

The distance from New York to Albany is 150 miles, and to Saratoga, the most fashionable watering-place in America, about 180 miles. Several routes present themselves to the tourist. In order to better view the

scenery, it is necessary that the trip up the grand old Hudson be taken by daylight, and we take pleasure in recommending to the notice of our readers the splendid



STEAMER "C. VIBBARD."

steamers of the several lines which present themselves to the tourist's consideration, commencing with THE DAY

LINE to Albany, comprising the elegant steamers "Albany," lately built by the line, and the "Chauncey Vibbard," which has recently been remodelled.

These steamers are indeed floating palaces; for the construction and appointments of the vessels, and the luxurious fittings of the saloons, are not surpassed by any other line of boats on the continent.

The "Albany," built of iron in 1880, is the latest addition to the line, and is all that skill, experience and money can make her. These steamers are sister boats, and have three boilers below deck, each with a separate smoke stack, being the first steamers ever constructed in this manner. The dining-saloons are on the main deck, and everything is so arranged that passengers can enjoy every comfort. Leaving New York daily, except Sunday, these steamers make all the important landings along the Hudson River, arriving in Albany in the evening in time to make direct connection with all trains north and west. During the Saratoga season a special day boat express is run between Albany and Saratoga, making direct connection with the boats.

THE PALATIAL STEAMERS OF THE PEOPLE'S LINE.

The only thoroughly comfortable and enjoyable way of traveling between New York city and Albany during the summer and fall months is by steamboat on the Hudson—the Rhine River of America. The picturesque scenery of the Hudson, with its palisades, high-lands, and ever-changing panorama of beautiful sights has made the traveling by steamboat, between the Capitol and the Metropolis, the popular route. The advantages of traveling by steamboat over a ride by rail are numer-

ous. By the former way pure, fresh air and comfort are enjoyed, and dust, cinders, heated cars, and over-crowding are avoided. Nowhere in the world are there such palatial steamboats employed in the passenger traffic as sail upon the waters of the Hudson. The majestic steamers of the People's Line, including the famous "Drew," Capt. S. J. Roe; "St. John," Capt. Thos. Post; and "Dean Richmond" as an extra boat, are undoubtedly the most popular passenger vessels plying the Hudson. The "Drew" is a magnificent steamer, and is the pride of the fleet of the People's Line. Her dimensions are as follows: Length over all, 400 feet; width of hull, 48 feet; width over the guards, 84 feet; depth of hold, 10 feet; draft of water, 7 feet. She is propelled by an engine of 82 inch cylinder, 15 feet stroke, carrying from 20 to 25 pounds of steam. The "Drew" is of 2,500 tons burden, and has sleeping accommodations for nearly one thousand passengers; though, as far as safety is concerned, she can carry twice that number. In addition to the spacious cabins there are 284 state rooms, arranged in double tiers, sumptuously furnished with furniture of the most elaborate description, and lighted with gas. The grand saloon is superbly furnished, brilliantly lighted, glittering with mirrors and adorned with works of art, presenting a picture of refined and unequalled luxury. The appointments are made with the sole aim to make this river palace comfortable in every respect, and a journey up and down the river thoroughly enjoyable, and it must be admitted that there is no room to make any improvements. What is true of the "Drew" applies with equal force to her sister steamboats. These vessels possess remarkable speed, and they frequently

make a trip between Albany and New York, a distance of one hundred and fifty miles, in nine hours. These magnificent steamers leave New York daily, from foot of Canal street, Sundays excepted, at 6 p.m. and pass the beautiful scenery of the Palisades before dark, arriving at Albany at 6 a.m., in time to connect with trains north and west.

THE CITIZENS' STEAMBOAT COMPANY OF TROY leave New York from Pier 49, foot of Leroy street, daily, Saturdays excepted, at 6 p. m. This line comprises the new and swift steamers "Saratoga" and "City of Troy," which arrive in Troy the following morning, in time to connect with through trains north.

On the Sunday-night trip the Troy boats stop at Albany to leave and take on passengers, the two lines thus forming a daily line between New York and Albany.

These three lines of steamboats have as fine, if not the finest equipment of any river transportation company in the world, which, with courteous attendance, makes them favorite modes of travel with the traveling public.

THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, leaving Grand Central Depot, New York, corner of Forty-second Street and Fourth Avenue, affords another route up the Hudson.

The trip by rail can be made in five and one-half hours. During the season, special Saratoga expresses, composed of through Wagner drawing-room cars, leave New York twice daily, excepting Sundays. These, in addition to the numerous other trains, afford a frequent, speedy, and pleasant trip to the great watering-place, Saratoga.

POINTS OF INTEREST ALONG THE ROUTE.

Leaving New York by either of the popular lines previously mentioned, the steamer, the first twelve miles of our upward journey, skirts along the Island of Manhattan, upon which the city of New York is built. One of the first objects of interest we see on the right hand, is the handsome stone edifice of the New York Orphan Asylum, where nearly 200 children of both sexes are clothed, fed, taught, and ultimately assisted to find respectable employment. The happy and contented looks of these poor children are, perhaps, the most satisfactory proofs of the success of this inestimable institution, which, founded in 1806, by several benevolent ladies, has gradually progressed until it now occupies the stately and comfortable house whose gardens stretch down to the very edge of the water.

On the opposite side of the river, we pass by the yet picturesque villages of Hoboken and Weehawken. We say *yet* picturesque, as their close proximity to that great city which is daily traveling onwards would make one imagine that the villas and street palaces of its merchants would mar their rural beauty ; but this is not so. How long this state of things may remain it is impossible to conjecture, as lager beer saloons, pleasure gardens, and restaurants are daily being erected here.

Just above Manhattanville, a small village, and one of the suburbs of New York, chiefly occupied by the poorer class of people, is Trinity Cemetery, where, among many others, lie the remains of Audubon, the celebrated naturalist, whose name has been given to a small village, of about twenty or thirty acres, where he used to live, but which, since his death, has been cut

up into building lots, and still retains the aristocratic name of Audubon Park. Just beyond this park, a large building, surmounted by a cupola, and having a tower at the south-west angle, may be descried among the trees. This is the New York Institution for the Deaf and Dumb, incorporated 1817, which is probably unequalled by any similar establishment in America. It stands in its own grounds of thirty-seven acres, and the terrace upon which the buildings (five in number, arranged in a quadrangle) are erected, is one hundred and thirty feet above the river. This institution alone accommodates four hundred and fifty patients, and is only one instance of the open-handed liberality and discriminating foresight of those in the State of New York, who do their best to alleviate distress in whatever form it may appear among their fellow creatures.

We here approach, on the same side, Fort Washington, or Washington Heights, as it is sometimes, and perhaps more appropriately, called. The residence of the late James Gordon Bennet is built near the site of the Old Fort. The ground is from five to six hundred feet above the river, and the view from this spot is exceedingly fine, the eye being able to trace the windings of the Hudson River northward for many miles, whilst southward the great city we have just left, with its suburbs of Brooklyn and Jersey City, can be plainly seen, though ten miles off.

We now leave the Island of Manhattan behind us, having by this time passed abreast of the Spuyten Duyvil Creek, which separates the Island from the rest of the State of New York. The Hudson River Railroad crosses the creek by a long bridge laid upon piles,

and a station, called after the name of the inlet, is immediately on the other side of the bridge. On the opposite shore of the river that singularly beautiful formation of rock called "The Palisades," commences.

From the summit of the Palisades a magnificent view is obtained. High up upon the crest of the great escarpment, one may stand, and look far away into the west, and see the most glorious sunsets that ever changed the sky to gold or fire. To the north lie the highlands we are soon to pass, stretched out in noblest panorama for our view, and to the south the river flows on in a broader stream, until on the eastern side the City of New York begins, and the stream changes its aspect, and passes between the crowded shores that send out across it the noisy thunder of their busy life; and palisades, and rocky hills, and long reaches of still stream, and green pleasant banks, make a sudden end as the Hudson sweeps grandly and quietly down to the sea.

The Palisades were known to the early settlers as the Great Chip Rock. These rocks are from three to six hundred feet high, and present the same bold front to the river that the celebrated Giant's Causeway does to the ocean. They extend about 15 miles, from Fort Lee to the hills of Rockland county, and form a separating line between the valley of the Hudson and that of the Hackensack, and such an effectual barrier do they present, that the Hackensack River flows side by side with the Hudson, but at a higher level, for thirty miles, and at a distance of within two or three hundred yards. The rock is that known as the Basaltic trap rock, one of the oldest geological formations.

About two miles and a half above Spuyten Duyvil, the

tourist will perceive a handsome stone castellated building. This was erected by Mr. Edwin Forrest, the eminent tragedian, as a residence, and is called Fonthill. It has now changed hands, and is a portion of the building belonging to the Convent and Academy of Mount St. Vincent, as the surrounding neighborhood is called, having a station on the Hudson River Railway. Two miles higher up, we come to the flourishing village of Yonkers. Near the river stands an old building, a portion of which was erected in 1682 as a manor house, in which may be seen a curious fire-place, formed of tiles illustrating Scripture subjects, 100 in all, and still retaining their fresh appearance. The whole interior of the building serves to mark the quaint, yet tasteful style of house decoration in early times. This building (with additions) is now used as a town hall. Near the village, the little Sawmill River runs into the Hudson. The whole valley through which the Sawmill River runs is very beautiful, and the angler will find the stream well stocked with fish.

Four miles more steaming through a strikingly picturesque country, brings us to Hastings and Dobb's Ferry, at both of which places the railroad, which runs along the river, has stations. The division between the States of New Jersey and New York strikes the river on the left bank, just opposite Dobb's Ferry, and henceforth our journey is entirely through the State of New York. At this point the Palisades may be said to end.

We now approach a part of the river full of interesting associations to both the American and British nations, for it was about Tarrytown and Tappan, on the opposite side of the river, during the American revolution, that Major André, of the British Army, was hanged as a spy,

after having been made fully acquainted with plans by which West Point could be seized by the British troops; Arnold of Washington's Army, having turned traitor to his cause. Major André, who to the last maintained a character for personal bravery, terminated his life as a spy, whilst Arnold, after doing his best to deliver his country into the hands of its enemies, escaped death by placing himself under the protection of the British flag. Major André's body, after lying interred near the scene of his sad fate for forty years, was at last given over to his countrymen, and now finds a resting place among the great and the good men of Great Britain in Westminster Abbey.

The neighboring districts of Tarrytown and Irvington are rich in associations of that greatest of American authors, Washington Irving. About half a mile above Irvington, on the right hand side of the river, may be seen, peeping through the bower of trees that nearly hides it from view, the charming stone cottage called "Sunnyside," the home of Washington Irving, and the place where most of his novels were written. The cottage was from time to time enlarged and improved, whenever Irving had the means to do it, and it has now become naturally one of the chief objects of interest in the neighborhood. Many other beautiful estates are to be seen around, and if time is a matter of no moment, we can well advise the traveler to stop here, and spend some hours.

Half-way between Irvington and Tarrytown, and quite close to the river, we pass by a conspicuous house of white marble, built by the late Mr. Philip Paulding, from the design of Mr. Davis, an architect of some merit.

Another mile and a half brings us to Tarrytown, twenty-nine miles from New York, seeming to invite the tourist,

HUDSON RIVER—VIEW FROM SING-SING.

with its white villas snugly perched on the hill-side, to *tarry* for a moment in the town. This vicinity possesses

much historic interest, being on the debatable ground of the Revolution, whence arose the two orders of border chivalry known as Cow-Boys and Skinners. André was here captured by Paulding, Van Wurt, and Williams, the American Militia-men. A monument has been erected to commemorate the spot. Sleepy Hollow, made famous by the writings of Washington Irving, is a short distance above the old brick-and-stone Dutch Church, said to be the oldest church in New York, having been built in 1699. The old bell still hangs in the tower, on whose pointed roof is an iron vane which bears the monogram of Frederick Philips, the founder of the church.

At Sing Sing, the next station on the line, thirty-three miles from New York, the tourist may possibly exhibit less anxiety to tarry, for, as is well-known, it is the seat of the Mount Pleasant Prison, belonging to the State of New York. The village itself contains about seven thousand inhabitants, and is nearly two hundred feet above the river. The prison is built near the river and presents a fine appearance; that for males being on the lower stage, whilst the building for females is higher up the slope. It has been completed since 1830, and can accommodate over 2,000 persons, the buildings having from time to time been increased as more room was needed.

Immediately opposite Sing Sing, the Rockland Lake Ice Company have their depot, and employ a large number of men each winter, to cut and store ice for the coming summer's consumption in New York. It is curious to note that whereas New York is almost entirely supplied with ice from this neighborhood, it is also supplied with water from the Croton Lake, which is hard by.

Fifty to sixty million gallons of water are contributed by it daily, to supply New York with this necessity of life. The water is conveyed from this lake, which is chiefly formed by a long dam being built across it, through an aqueduct thirty-three miles long, right on to New York. The entire cost of this aqueduct was twelve million dollars. It is built of stone, brick, and cement, arched above and below, seven feet eight inches wide at the top, and six feet three inches at the bottom, the side walls being eight feet five inches high. A few more miles traveling takes us past the small village of Haverstraw, which gives its name to a lovely bay, and then past a limestone quarry, extending along the bank for more than half a mile, and two hundred feet in height, and which must prove from the number of men we can see employed in it, a very profitable speculation. Two miles further on, on the western side of the river, is Grassy Point, a small village where bricks are made ; and again, one mile higher up, is Stony Point, where there is a redoubt of considerable extent, and another on the opposite side, at Verplank's Point, guarding the entrance of what is called the Lower Highlands.

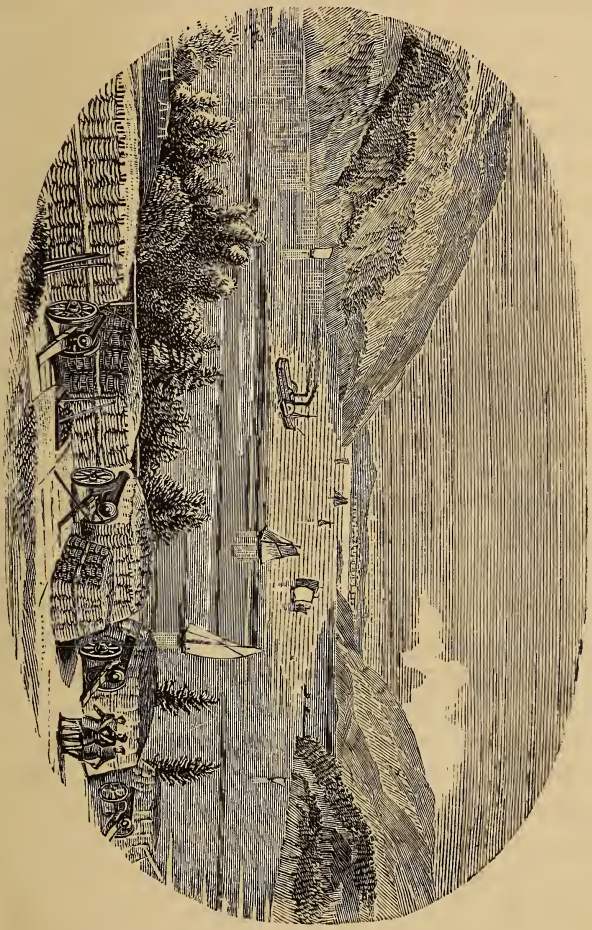
Three miles above Stony Point is Gibraltar, or Caldwell's Landing. Dunderberg Mountain raises its towering head almost immediately in rear of this spot, Directly opposite is Peekskill, a thriving village of some five or six thousand inhabitants. The river here makes a sudden bend to the west. This is called the Race, and the scenery from here for the next fifteen miles is unequalled in beauty. On the right we pass by a rocky promontory called Anthony's Nose, whilst on the left or western side, we have the Dunderberg Mountain already

alluded to. Anthony's Nose is thirteen hundred feet above the surface of the river. The Hudson River Railway has had to tunnel under the bottom of this mountain for a distance of two hundred feet. On the opposite side of the river, a large creek can be seen, where vessels of almost any size could anchor. The entrance to this creek is guarded on one side by Fort Clinton, and on the other by Fort Montgomery ; the two so close to one another that rifle shots could be easily exchanged, Fort Montgomery being on the northern side, and Fort Clinton on the lower. Almost immediately under the shadow, as it were, of the former fort, lies the picturesque little island of Iona, belonging to Dr. C. W. Grant, and covered in the summer time with vines and pear trees, in the successful culture of which the worthy Doctor is supposed to be unequalled.

A little way above Iona, and but half a mile below West Point, we come upon the Buttermilk Falls, caused by the flowing down of a small stream into the river below, and falling over the hill-side a hundred feet in as many yards. This fall, when increased by any late rains or swollen by freshets, well deserves the homely name by which it is known, the snow-white foam truly giving it the appearance of buttermilk.

Half a mile further up brings us to "Cozzen's Hotel Dock" at West Point. Here the vessel on which we are traveling stops for a while to land passengers who are anxious to remain a day or so at Cozzen's comfortable hotel. This, during the summer season, is a very favorite resort, and much crowded ; travelers would do well to make use of the telegraph a day beforehand to bespeak accommodation, or they may find themselves disappointed on their arrival.

This familiar resort of summer pleasure-seekers is perched high on a cliff, the most prominent for many miles



HUDSON RIVER—WEST POINT, LOOKING NORTH.

along the river. Nothing could be more picturesque than its situation, high up in the air, looking down upon the

noble river. It is several hundred feet above the water, but so perpendicular are the rocks that it looks twice the real distance. The view of the old building upon the wharf, with the beetling cliff rising abruptly from the river, and crowned by the elegant structure above, needs but little imagination to recall the scenery on many parts of the Rhine.

One mile more brings us to West Point itself, the most lovely of all the lovely spots on the river. It is well known as the great Military Academy, and is situated on a plateau two hundred feet above the river. It was established by Act of Congress, in 1802, and has usually about three hundred cadets. The buildings, many of them, are elegant. Near the abrupt northern level of the river is a monument, erected by the students of 1828, inscribed "KOSCIUSKO." A bronze statue of General John Sedgwick is erected on the parade-ground. He was buried in Cornwall, Connecticut, and the statue and tablet to his memory stand in the town of Cornwall, New York.

Space will not enable us to enter fully into a description of the course of instruction pursued; suffice it to say that the fact of a young man having passed through the course is a clear proof of his being an officer, and a gentleman in its broadest sense. The traveler may well pass a few hours in this locality, and if he should happen to be acquainted with any of the professors, or cadets in the Military College, he will be enabled to go over the buildings, different galleries, &c., and judge for himself as to whether the instruction and discipline kept up are not likely to produce some of the finest military men—soldiers that any European nation might be proud of.

West Point is the centre of a host of reminiscenes of the War of the Revolution. Upon its defences was concentrated the attention and efforts of Congress, and it became one of the most important military posts in the country. Here from Gee's Point, was stretched across the River Hudson a huge chain to stop the passage of vessels above this point. It was laid across a boom of heavy logs, that floated close together. These were 16 feet long, and pointed at each end, so as to offer little resistance to the tidal current. The chain was fastened to these logs by staples, and at each shore by huge blocks of wood and stone. Several of the great links of this chain are preserved at the Point.

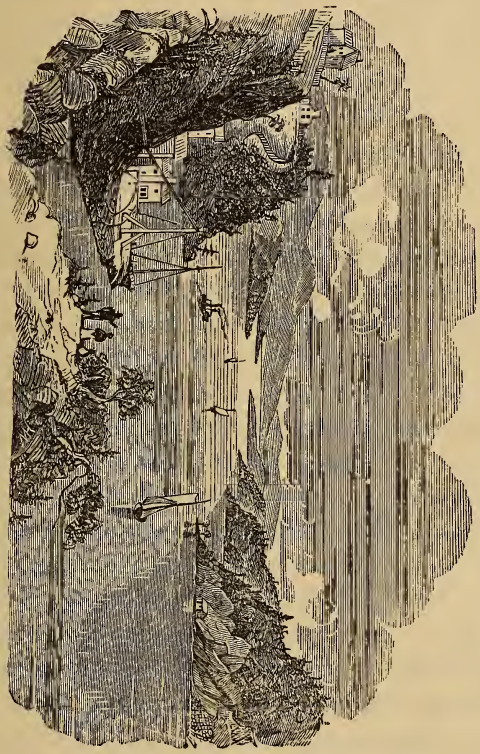
Reluctantly we must draw ourselves away from West Point, and allow our steamer to plough her way once more along the flowing current, and between the shady and overhanging cliffs which give so much character to the scene at this spot. A very few revolutions of the wheel will bring us between the Boterberg Mountain on the western side, and the rock called Breakneck, on the eastern bank, forming an imposing entrance to Newburg Bay, from which a series of mountains, hills and cliffs rise in succession, until they seem almost to shut out all remaining nature, and to give the idea that one is at the bottom of a large basin from which there is no possible exit. Crownest is the principal of these mountains, rising almost directly from the river bank to a height of nearly one thousand five hundred feet. As the side of this mountain is entirely covered with foliage, the aspect of it in the summer time is most beautiful, and only to be exceeded by the *coup d'oeil* in the commencement of October, when the fall tints are in their richest and most

luxuriant profusion. Soon after passing between the two rocks, we come to a small town called Cornwall, on the western shore. This is a place of very general resort in summer, and is much noted for its many pleasant drives and walks. Its nearness to the river, and to West Point, makes it a very favorite place for travelers to spend a few days, whilst many stay here a very much longer time during the warm weather.

The Linden-Park Hotel is nicely kept, and well patronized. Idlewild, well-known as the residence of the late N. P. Willis, is a little north of the village. Opposite is Cold Spring, fifty-three miles from New York. Here is Undercliff, the beautiful home of George P. Morris. Above this is Bull Hill, now called Mount Taurus, 1,586 feet high. Beacon Hill, 1,685 feet high, is the last of the Highlands; and when we consider the points of history, poetry, and beauty, blended together, we can assume that this fifty miles of scenery is unequalled by any in the world.

Between Cornwall and Newburg lies the once prosperous, but now sadly decayed, settlement of New Windsor. It is now almost entirely a collection of small houses in great want of repair. On the shore, but higher above it on the plateau, one can discover several large farms with comfortable houses, giving the idea that if there is decay below, there is prosperity above. Leaving the tumble-down village either to be repaired, or to fall into still greater decay, we will approach the more flourishing town of Newburg, where the steamer stops for a few minutes to discharge some of its passengers, and to take up others, and we will employ these few minutes in viewing the substantial streets and houses of

the town, which, by the by, we should have designated a city, seeing that it boasts of a mayor and corporation of its own. The first settlement at Newburg was made as early as 1709 by some emigrants from the Palatinate; since then, English, Irish, Welsh, Scotch and Germans



VIEW ON THE HUDSON.

have followed their example; but of all these varied nationalities the Scotch have, perhaps, done the most towards making the place what it is. Among the large buildings is an extensive flannel factory, in which a very large number of hands are daily employed.

Exactly opposite Newburg, is the more modest-looking village of Fishkill Landing, from which place, any traveller anxious to ascend the South Beacon hill, can do so with the assistance of any of the boy guides to be picked up in the streets of the village; and let us tell the traveller that he had better avail himself of our advice, and take a guide, or before he reaches the top he may have repented of not having done so, as it is quite easy to lose oneself in the numerous gorges and ravines that are about the summit of the Beacon. As this is one of the highest mountains about here, the view from the top is most extensive and interesting. Far up to the north the Catskill Mountains can be discerned, while to the east the Shawangunk hills are to be seen. Southwards, again, Boterberg and Breakneck, already seen, guard the pass through which the river running at our feet finds its way down to the sea. But it is time that we should descend from our lofty position, and go on our way up the river.

A broad, rocky platform, jutting out into the river, cannot fail to attract the traveler's attention. This is called the "Devil's Danskammer," or Dancing Chamber, and, down to a comparatively late date, was used by the Indians as the scene of some of their religious ceremonies.

For about the next five miles, we steam on through a pretty country, though without finding anything striking enough to draw attention, until we pass the little village of New Hamburg, lying at the mouth of Wappinger Creek, which is navigable for some distance up. The railroad crosses the Wappinger by a causeway and drawbridge, and then pierces a promontory jutting out into the river, by a tunnel about eight hundred feet long.

New Hamburg is a pretty little village, but nothing more. About a mile higher up, and on the opposite side of the river, is another village called Hampton; then comes Marlborough, two miles higher up still, with Barnegat nearly opposite, on the right hand side, and again Milton Landing two miles more, on the left hand side. As these villages lie mostly on the high banks of the river, there is not much to be seen of them from the boats, but they act as outlets or ports to the country districts lying behind them; and, judging from the numerous comfortable-looking country-houses in their immediate neighborhood, must be tolerably thriving.

As already stated, these villages are hardly important enough to require mention, but we now approach a city of some twenty-five thousand inhabitants, rejoicing in the peculiar name of Poughkeepsie. As we near this point we pass Locust Grove, the summer home of the late Professor Morse, of "telegraph fame." Poughkeepsie is nearly half-way between New York and Albany, being seventy-five miles from the former, and about seventy from the capital of the State through which we are passing. This "rural city," as an American writer has termed it, lies pleasantly upon its group of hills, and overlooks a bright river-view. By day the smoke of its busy mills and factories somewhat mars the scene, but as night draws on, these light up the river like beacons, and the sound of the ponderous machinery and roaring furnaces greets our ears and tells of the energy of the citizens. It was originally settled by the Dutch, towards the close of the seventeenth century, and is situated, like most of their river cities, at the mouth of a tributary stream or creek. The village, as it was then,

has much extended, and now occupies the large open plain, about two hundred feet above the river. The streets are broad, handsome, and well planted with trees, affording in summer grateful shelter from the piercing rays of the sun. Poughkeepsie is best known for the very excellent schools and colleges which it contains.

Among the many public institutions located here may be mentioned Eastman's Business University; Vassar College, the munificent gift of Matthew Vassar; the Riverview Military Academy, Poughkeepsie Military Academy, Poughkeepsie Female Academy, Cottage Hill Ladies' Seminary, Collegiate Institute for Young Ladies. The State Hospital for the Insane will, when completed, accommodate four hundred patients. It is open for the admission of acute cases of both sexes. The drive to Hyde Park, five miles north, is one of the finest on the Hudson. The State Legislature met here in 1777 and 1778; and the State Convention which ratified the Federal Constitution met here in 1788. An ancient stone structure, with loopholes, built in 1705, and known as the Van Kleck house, is an object of curiosity to the antiquarian.

Six miles above Poughkeepsie, after a sudden bend in the river, we come upon some rocky and precipitous banks. This used to be called by the original settlers "Krom Elleboge," but has since been Anglicised into "Crum Elbow." Quite close to this, only higher up the river, stands the village of Hyde Park, called after a former Governor of the State of New York, Sir Edward Hyde, who, we regret to say, did not leave a very satisfactory reputation behind him; his tyrannical and unprincipled conduct being well known to all who have studied the history of New York when under British rule.

Rhinebeck Landing lies about two miles away from the village of the same name, which was first settled by one William Beekman, a German, who came from the neighborhood of the Rhine, and called the place partly in honor of his birthplace and partly after himself. Immediately opposite Rhinebeck Landing, across the river, is Rondout, and Kingston, a quiet little village, which was burnt by the British in October, 1777. The Deleware and Hudson Canal, built in 1828, terminates here. Its coal business makes this one of the most active business places on the Hudson. The canal is one hundred and nine miles long, and extends to the Lackawaxen River in Pennsylvania.

Above here, may be seen Rokeby, the estate of the late William B. Astor. Next above, is Montgomery Place, built by the widow of Gen. Montgomery, who fell in the assault on Quebec, in 1775; and now owned by her brother, Edward Livingston. Two miles above is Crugers Island, of great natural beauty and cultivation. Between this and Hudson, fifteen miles off, we come upon a number of large substantially built, and handsome country-houses, with lawns of smooth turf stretching down towards the river, and an air of luxury and wealth pervading the whole estates.

Six miles above Rhinebeck is Barrytown, and four miles above Barrytown is Tivoli, each of them possessing a station on the railroad, though, like many of the other villages we have had a glance at, small and unpretentious, having, however, possibly a vast idea of their own importance, as a great deal of the farm and garden produce of these villages is sent up to supply the wants of Fifth Avenue, and other districts of the great city. Opposite

Tivoli, on the western bank of the river, stands a flourishing little village called Saugerties, at the mouth of the Esopus Creek. This little place boasts manufactories of iron, paper, and white lead, and a fine flagstone quarry. Two miles from Saugerties, we pass Malden, which lies backed by the Catskill Mountains, and about ten miles on we come to the large village of

CATSKILL,

one hundred and eleven miles from New York. It takes its name from the large creek which flows through it. Sept. 20, 1609, Hendrick Hudson anchored "The Half-Moon" here.

Passengers from New York by railroad, who wish to ascend the mountains must alight at Catskill Station, and cross by ferry to the village, and we sincerely recommend our travellers to avail themselves of this trip. They will find plenty of omnibusses and stages to take them to the Mountain House, and the Clove, about twelve miles off. We shall not attempt to describe the scenery, which, at this point, must be seen to be appreciated. The Mountain House is traditionally attractive; its elevation above the Hudson is twenty-two hundred feet, and it is built on a flat rock on the very edge of a precipice nearly 4,000 feet above the river! The view from the piazza is truly wonderful. It is of a most extensive character, embracing a region of about ten thousand square miles in extent, portions even of Vermont, Massachusetts, and Connecticut being, on a fine day, plainly visible, whilst at least sixty miles of the Hudson River can be seen shining like a broad silver belt at our feet. The sunrise and a thunder storm are especial attractions at the Mountain House.

The Prospect Park Hotel is situated on a terrace, which comprises seventeen acres, elevated some two hundred feet above the river. The main building is two hundred and fifty feet front, with wing ninety feet. Guests can find here quiet, pleasure, shade, and sunshine. The fresh bracing air of the mountains makes Catskill one of the pleasantest places to spend the noontide of the summer.

Two miles from the summit is a rude cabin, famous as the reported site of Rip Van Winkle's long nap.

> "Through years of mighty waves—
> To wake to science grown to more,
> To find the sign of *another George*
> Swinging above the tavern door!"

Thomas Cole, the painter, has transcribed some of the beauties of this wonderful region in the scenes of his "Voyage of Life."

"The most famous beauty of the region is the fall of the Kaaterkill. On the high table-land of the South and North Mountains lie two lakes, buried in a dense forest. A little brook, making its way from these lakes, westward along the shoulder of the Mountain, soon reaches the edge of a very deep declivity, over which it leaps into a deep pool in the centre of a great amphitheatre of rock.

"Gathering its strength again, the torrent makes a second leap over huge boulders, which have fallen from the ledges above, and lie scattered down the glen, dashing itself into foam in its headlong fury. Tumbling from one ledge to another, it reaches at length the bottom of the glen, when, meeting the stream that flows from Haine's Fall, the mingled waters hurry down the stony pathway through the Cove, and out into the valley, until, swollen to a wide stream, they glide placidly into the

Hudson at the village of Catskill. There is nothing more beautiful in American scenery than this waterfall, as it leaps from the lofty height, and dashes into spray in the hollow basin below. The strata of which the mountain is formed lie piled upon one another horizontally, and through them the water has cut its way, smoothly like a knife. Some distance above the margin of the pool in which the fallen waters boil as in a cauldron, there is a stratum of soft stone which has broken up and crumbled in the dampness. Wearing away several yards deep into the cliff, it has left a pathway all around the Fall, from which you have a fine view, and often, when the stream above is swollen, through a veil of glittering drops dripping from the rocks above. Exquisite as is the effect of the whole Fall, when seen from the rocks at the foot of its second leap, this last point of view is even more striking. Standing on the narrow pathway, you look through the great white veil of falling waters, leaping out over your head and sending up clouds of spray that float off down the gorge. Sometimes, when the sun is shining brightly, a dancing rainbow will keep pace with you as you creep around the semi-circle beneath the rock. Here, too, you get an enchanting glimpse of the edges of the Clove, down which the stream goes headlong, and can mark the wild figures of the pines that cling to the verge of the cliffs, and seem, with their black spears, to pierce the sky.

"Upon the very edge of the precipice, close to the narrow channel through which the fall makes its plunge, there is a tree which has grown out from a crevice, and then upward until it juts out over the abyss. To this solitary tree, the lad who acts as your guide points with

his finger, and tells you of the adventurous young woman, who crept out to the rock, and, clasping the slender trunk of the tree with her hands, swung her body far out over the Fall, and then, with a cry of triumph, back again in safety.

"Beneath the second Fall the gorge is wild in the extreme. On both sides, the mountains rise perpendicularly, clad with a dense forest, and, through the shade beneath, the torrent roars ceaselessly among the rocks."

Five miles from the Catskill Station, on the eastern side of the river, we come to the large and handsomely-built city of Hudson, the chief town of Columbia county, one hundred and seventeen miles from New York, and thirty from Albany. The city is built on an eminence above the river, like many of the other villages we have passed in our course. The streets are wide and well laid out, and altogether the place has an air of thrift and prosperity. The principal street is called the Promenade, and laid out with trees and shrubs with excellent taste. One side is built with handsome houses, and the other is open to the river, and runs along the bank for nearly a mile.

Our Guide to the many delightful resorts which abound throughout Western Massachusetts would be very incomplete, were we to omit calling the Tourist's attention to the numerous attractions throughout this delightful trip, forming, as they do, one continuous panorama of ever unfolding surprises and magnificent scenery, especially among the grand old BERKSHIRE HILLS, where they are most varied, and undescribably grand, and imposing.

Leaving the city of Hudson, *via* the well-equipped

train of the BOSTON & ALBANY R.R., a distance of forty miles brings us to Pittsfield, the County seat, charmingly situated in the midst of great natural scenery, and offering to the tourist or traveler, many rich and rare delights, each well worthy of special mention. As our space, however, is limited, we can only briefly call our readers' attention to a few of the principal points of interest, feeling assured that at every point they will meet with an agreeable and unaffected display of nature's grace, and find themselves constantly amazed, as well as delighted, by the wonderful variety to be found throughout this beautiful country.

PITTSFIELD.

Of the many places in the Old Bay State made famous in late years, either as seats of learning, or for their various attractions to summer guests, none surpass the town of Pittsfield. Its six miles square of territory occupy the very centre of the "Berkshire Hills," and though a little south of the "divide" that separates the waters of the Hoosac and the Housatonic Rivers, are yet over 1,000 feet above the level. The centre of this central area rises gently from the general level, and so commands most charming views of the finest summits of the county; the long and beautiful ranges of the Hoosac mountains on the east, and the mountains of Vermont, rise some 1,500 feet from the valley at a distance of four miles each from the centre, and the twin summits of the Saddle mountains, one of which is near 4,000 feet above the tide water, look down upon it 15 miles away from the north. The town thus claims within its own limits, or within the easy reach of a few hours' drive, a large share of the "delici-

ous surprises" of Berkshire. It rivals the famous scenery of Lenox, on its southern border, and Stockbridge and Williamstown, places made classic by the pens and the residences of Hawthorne and Holmes, Fanny Kemble and the Sedgwicks, Melville and Longfellow; the brush of artists like Gray and DeHaas, and the life-work of men like Griffin, Mark and Albert Hopkins, and John Todd. Williams' College, the Hoosac Tunnel, Lebanon Springs, the parent settlement of the Shakers, and also Lenox and Stockbridge, already named, with many resorts of lesser fame, are among the vivid memories and life-long treasures of tourists and summer guests.

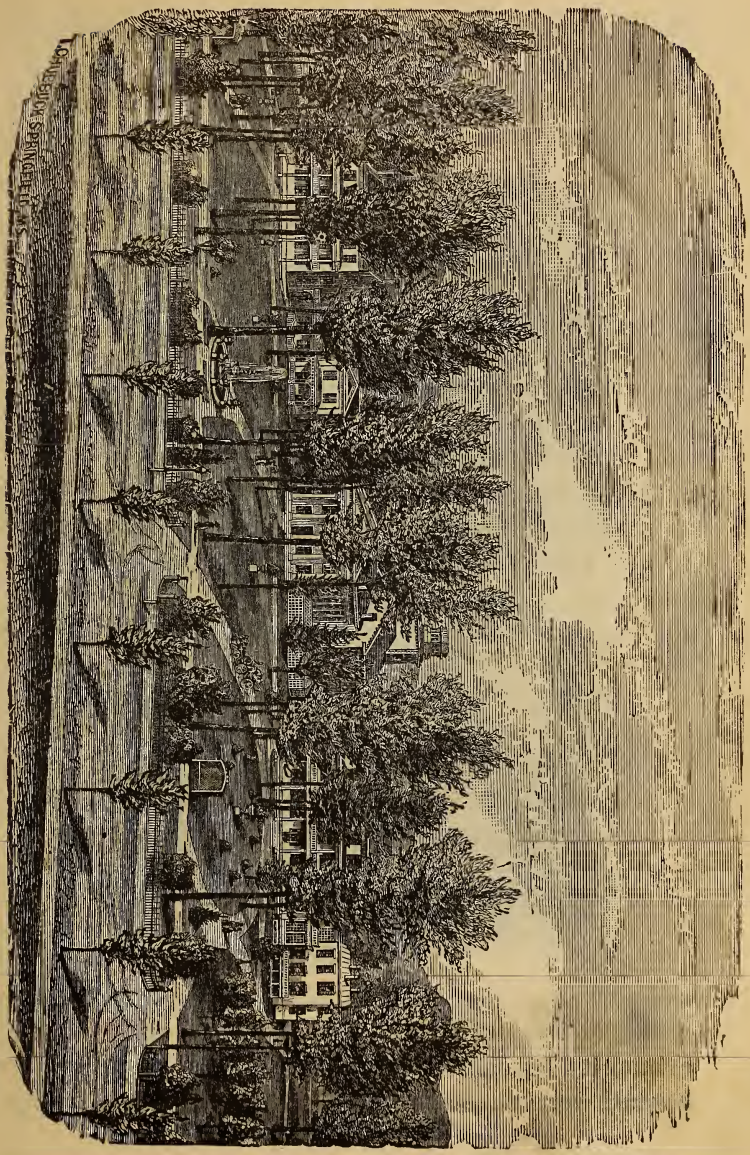
The city itself—for Pittsfield has compact business streets, manufactures, churches, halls and other advantages of our large cities, needing only its own act accepting its charter to make it a city in name—has its broad tree-lined streets, adorned by many beautiful residences with ample grounds, while its public and private schools, its church organizations, its railroad and telegraph facilities, and the rare intelligence, refinement and wealth of its citizens, complete its claims to the notice of people seeking summer rest, or permanent residence, business advantages, or the education of their children. In fact, we know of no place in any section of the country that can compare with it in these respects.

Pittsfield can boast of many handsome public buildings as well as stores and private dwellings. Many of the latter are very noteworthy, especially those of the Hon. Thomas Allen, late President of the St. Louis & Iron Mountain R.R.; Mrs. Pollock's,—a beautiful residence, with magnificent drives, walks, lawns, trees, shrubbery, etc.; and many others which our limited space will not permit of

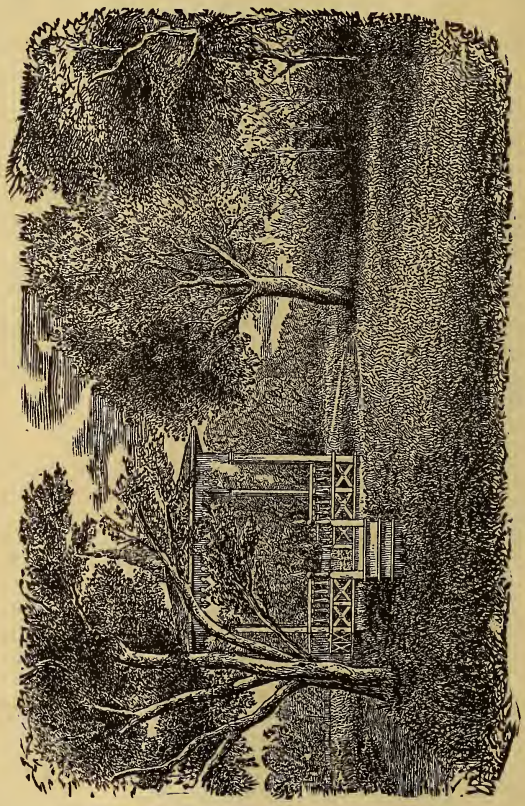
describing, yet all of which should be seen by visitors in order to be appreciated. Among the public buildings worthy of notice are the Court House, a costly white marble edifice, which reflects credit upon the city, and many handsome churches, particularly the spacious and costly Methodist Church, and the Roman Catholic Church, the latter by far the finest in the Western part of the State. Entering the beautiful Park, located nearly in the centre of the village, the tourist will observe a very fine monument, which was built some ten years ago by Pittsfield's patriotic citizens, as a tribute to her fallen heroes who gave up their lives in fighting for their flag, and in sustaining their country's honor and liberty; this monument was dedicated with very imposing ceremonies on September 24th, 1872. Directly opposite the park will be seen the Berkshire Athenæum, a very unique building composed of Bluestone, Freestone, and Red Granite. Pittsfield can well feel proud of this beautiful structure, which is not only a credit to the village, but stands as a lasting monument to perpetuate the memory, as well as the generous liberality, of the Hon. Thos. Allen and other enterprising citizens of Pittsfield and vicinity, who have so liberally endowed it. We next take great pleasure in calling the tourist's attention to

MAPLEWOOD INSTITUTE FOR YOUNG LADIES, PITTSFIELD, MASS.

The institution of widest fame in Pittsfield for nearly half a century is the Maplewood Institute for young ladies, which for over half that period has been under the care of its present well-known Principal, Rev, C. V. Spear. Its rounds, disinterested but admiring friends


"MAPLEWOOD," PITTSFIELD, MASS.

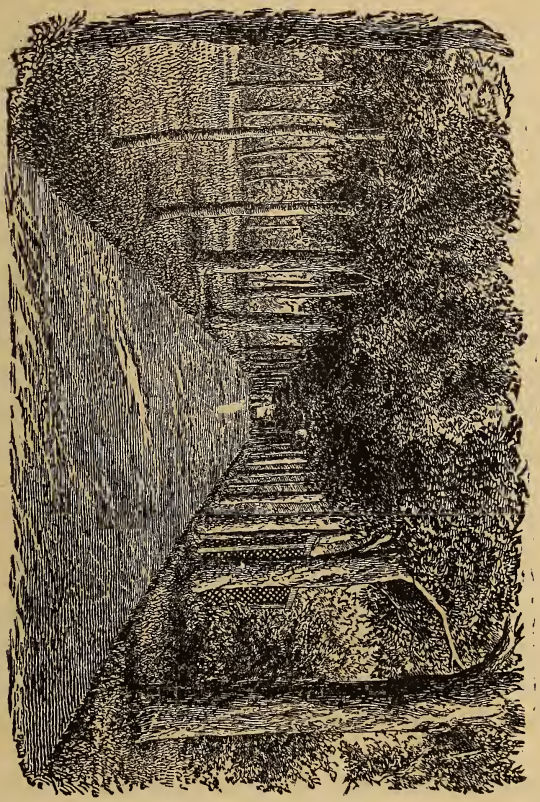
liken to those of Yale and Harvard, partly, perhaps, because the shades of each are "classic," and very abundant. Maplewood measures but six acres, but many of its numerous elms and maples have yielded their grateful



MAPLEWOOD GROUNDS.

and now ample shade for over fifty years ; and its pleasing walks, and vases and flower beds, with many a rare exotic, its luxuriant flowering shrubs, and its vine-covered verandas, tempering the dazzling white of its

well painted walls and Grecian columns, with its charming statues and beautiful fountain, make it easily foremost among the ladies' schools of the country in its physical abode. The accompanying cuts, all from photographs,



MAPLE AVENUE, MAPLEWOOD.

save the largest which had to be drawn to exclude the foliage so as to show the building, truly represent the place. Nor do these attractions, with the invigorating climate of the Berkshire Hills, constitute its chief

claim to superiority among its rivals; a well filled library, large cabinets of minerals, shells, and apparatus, and a fine conservatory, afford their invaluable, and in modern methods of teaching, indispensable aid to accomplished teachers in every department of a useful and thorough education. Some dozen pianos and a full church organ are in constant use by the pupils in music, and their professors are widely and favourably known. Its studio is also well supplied with models and crowded with enthusiastic young artists, guided and stimulated by experienced and able teachers. A skilful elocutionist gives instruction in that most desirable department of a good education, while a suitably furnished gymnasium, the oldest, and still the largest for any ladies school in the country, supplies a drill and other exercise needed by sedentary students scarcely more in winter and in storm, than in the pleasant season of the year. It is not one of the least of the advantages that Maplewood offers to its students that its attendance, from the best families in all parts of the country, is yet so limited in numbers as to afford a most desirable medium between the larger colleges and strictly family schools. With excellent educational appliances as usually reckoned, the wants of the individual pupil are met, and invaluable opportunity is afforded for intimacy of intercourse with earnest, faithful, and accomplished lady and gentlemen instructors.

Correspondents seeking such a school will be promptly furnished with its prospectus and catalogue on application to the Principal. For several reasons the grounds and buildings have been thrown open during the long vacation as a summer resort. Competent and successful

managers have made an enlargement of its accommodation necessary, and now about one hundred and fifty guests can be received. Mr. G. W. Kittelle, well-known to the patrons of '78, will have charge of the place during the coming season.

The drives in the vicinity are very fine, and probably more beautiful and interesting scenery may be seen by taking a circuitous drive to the various points of interest, than in any other. To leave Pittsfield without having taken one of the drives referred to, would be one of the greatest possible omissions on the part of the visitor; half a day is all that is required for this purpose, and the liveries in the city are first-class, and very reasonable in their charges. Especially do we refer to the fine equipages which are to be found at the well-known establishment of Samuel Payne, Esq., whose carriages are considered the finest in the place, and are driven by perfectly reliable and attentive drivers (we speak from experience).

The most prominent places of interest are as follows: First,

PONTOOSUC LAKE,

three miles north of the park, a beautiful sheet of water, and a favorite with sportsmen. Turning west and north of the lake, a moderate drive brings the tourist to a place known as the

BALANCE ROCK,

being an immense egg-shaped marble boulder, so nicely balanced upon a pivot of a few inches that, although it can be slightly rocked, powerful levers are not able to overturn it. Passing the northern shore of Lake Onota, a ride of two miles leads to

LULA CASCADE,

a lovely little waterfall in a sheltered nook of the Taconic mountains. Passing further up this gorge, and ascending a hill on its left side, we come to

BERRY POND,

of about twenty acres of crystal clear water, whose shores command fine views. Returning to the Cascade, we pass south by the

ARETHUSAN STREAMS,

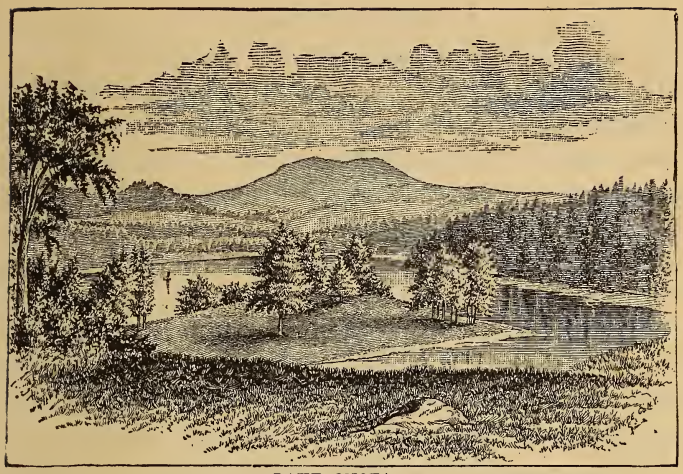
which, frequently for long spaces, disappear below the surface of the ground. There are some fine marble quarries on this road, but they are not now worked. Following the road which runs along the base of the Taconics, we reach West street. On this street the first point of interest is the hill on which stood

FORT ASHLEY,

erected in the French and Indian wars. It is now crowned by the residence of Pickering Clark, Esq., and commands some of the most superb and lovely views in New England,

LAKE ONOTA,

with its peculiarly graceful shore lines, being in the foreground, Greylock in the background, with the noble hills and beautiful valley of Lanesboro intervening. Thence the distance is two miles to the Park, the homestead of the late Gov. Brigg being passed on the way.



LAKE ONOTA.

PERRY'S PEAK,

in Richmond, is the favorite mountain drive from Pittsfield, being very easy of access, carriages going to the top (2600 feet high) with ease. It commands fine views of the Catskills and Lake Queechy, and affords, on a fine day, a glimpse of the Hudson River.

LANESBORO' HILL.

Some of the hills in Lanesboro are very popular with Pittsfield excursionists, especially Potter's mountain, one of the Taconics, and Constitution Hill, in the rear of the Lanesboro Iron Works.

WAHCONAH FALLS,

in Windsor, near the costly and massive reservoir, forms one of the most attractive places of resort, the falls being of great beauty, and the road to them lying through the handsome and noted manufacturing town of Dalton. The distance is about 10 miles.

ASHLEY LAKE,

the source of the Pittsfield Water Works, is a remarkably pure pond of ninety acres, seven miles east of the village, and 700 feet above the Park. It lies on one of the summits of Washington mountain, and is fed almost entirely by springs, there being but little surface drainage. The neighboring views are fine, both towards the north east and west. Returning from our pleasant drive, we must of necessity bring our brief description of the beauties of Pittsfield to a close and refer our readers to some of the attractions of her sister towns, which we desire to mention in our description of the delightful summer resorts of Central and Southern Berkshire.

Only six miles distant from Pittsfield lies

LENOX.

PROF. SILLIMAN wrote of it fifty years ago: "Lenox is a town of uncommon beauty; it has fine mountain air, and is surrounded by equally fine mountain scenery. It is one of the prettiest of our inland towns, and even in the view of an European traveller, it would appear like a gem among the mountains." Thousands since have found health on its hills and enjoyed its scenery. Hawthorne, Channing, Miss Sedgwick, Mrs. Kemble, Beecher, have admired its natural beauties and woven them into their literary efforts. Drives upon its well-kept highways yield always glimpses of beauty, but certain hillsides and shaded nooks reward the searcher and reveal Lenox. The favorite drives are past the famous "Stockbridge Bowl" and the residence of the late Chas. Astor Bristed, to "Echo Lake"—to Stockbridge with its "Icy Glen," and Bryant's "Monument Mountain"—to

Lebanon and the Shakers—under the mountain by the winding Housatonic—to "Bald Summit," the scene of one of Hawthorne's child stories in the "Wonder Book" —while afar off lies "Richmond Hill," one of Berkshire's crowning glories. The rambles, too, from Lenox are varied. "The Ledge" and hilltops beyond; "The Pinnacle;" the Church Hill at sunset; "Walker Hill," and the woods opposite the residence of Mrs. Schermerhorn; those below the village on the west—while further off, the views from "East Mountain" and "North Lenox Mountain" attract strong climbers. Lenox has long been one of the favorite resorts of New Yorkers and Bostonians. It contains very little business enterprise, except in that part where the Iron Furnace is located, near the railway; it also contains quite extensive factories of iron and plate glass; but it "has a wide reputation for the singular purity and exhilarating effects of its air, as well as for the attractiveness of its famous mountain scenery."

Fanny Kemble Butler, who long resided here, once remarked of the graveyard at Lenox: "I will not rise to trouble any one, if they will let me sleep there. I will only ask to be permitted, once in a while, to raise my head and look out upon this glorious scene."

The Lenox Improvement Association are constantly at work beautifying the village, and among the numerous attractions of Lenox may be seen a beautiful row of cottages called "Sunset Terrace,"—one of the results of their exertions. They are built on the side of a hill to the west of the main street, and command a superb view of mountain, valley and lake. Though built in a block, —to enable the owner to let them at a reasonable rent—

each house is distinct in itself, and so arranged that no sound passes from one to the other.

The beauties of Lenox attract many summer visitors from the heated walls of our large metropolitan cities.

GREAT BARRINGTON

is one of those places which one cannot enter without wishing never to leave it, being delightfully situated in the midst of a fine agricultural region, with splendid roads, and environed with lofty mountains abounding in picturesque scenery. It rests beneath the branches of great numbers of the stateliest elms, thus making it very desirable as a summer residence. It is situated upon the line of the Housatonic Railroad, distant 85 miles from Bridgeport, and 25 from Pittsfield.

The streets of the village, with their shaded beauty and magnificent dwellings, present to the tourist a panorama scarcely excelled in New England. Here are elegant churches, splendid schools, commodious and well-kept hotels, and a busy, enterprising population.

Many places of resort about the town attract the visitor and compensate for slight fatigue. Monument Mountain, four miles to the northward on the Stockbridge road; June Mountain, two miles to the southward, on the east road to Sheffield; East Rock, on the Green Mountain, east of the village and 600 feet above it; Prospect Rock, on the Little Mountain, also east of the village; Mount Petra, in the southern suburbs of the village, and the hill directly west of the village, all afford inviting and pleasing prospects. Nor should the stroller omit a ramble along the Green River,

> "Where wanders the stream with its waters of green,
> As if the bright fringe of herbs on its brink
> Had given their stain to the wave they drink."

Three miles to the south-east, in a high mountain valley, are the Berkshire Soda Springs, much resorted to for the medicinal properties of their waters; here a good hotel, with perfect quiet and seclusion, may be found. The drives about Great Barrington,—south, by either the east, west, or meadow road to Sheffield; west, to Egremont plain, Baldwin hill and South Egremont; north, to Stockbridge or to Van Deusenville and Housatonic,—are delightful. For excursions of greater length, the drives to Sage's Ravine, or to Salisbury, by the under mountain road; to the Twin lakes in Salisbury; to Bash-bird or Mt. Washington; to the Six mile pond in New Marlboro, or to the more distant Monterey pond,—at both of which boats for fishing or pleasure parties are provided,—furnish, each, a day's recreation, and abound in beautiful scenery. We might write volumes concerning the historical events connected with this section of country, but our limited space forbids us to venture further.

Leaving this part we shall now return to Pittsfield, the distance by rail from Great Barrington being 25 miles. Our route now lies through the most delightful scenery, and if the tourist has time he can make his trip more enjoyable by hiring a suitable conveyance and taking the beautiful drive to Mount Lebanon and to Lebanon Springs, only 9 miles distant, where, after about two hours' journey, he will be landed at the Shaker Village itself.

Any one anxious to pay a visit to the Shaker Village at Mount Lebanon, had better leave the boat here, and take the train which leaves for Chatham three times during the day, and there the traveler will connect

with the Boston and Albany Railway, and after an hour's journey of twenty-three miles, will be landed at the Shaker Village itself. Space will not allow an extended notice of this remarkable village; suffice it to say that cleanliness, and all other cardinal virtues, reign paramount. Order, Temperance, frugality and Shaker worship, are the things that strike one's senses on first arriving. Every one here is free. No soldiers, no police, no judges live here, and among members of a society, in which every man stakes his all, appeal to the Courts of Law is a thing unknown. Among a sect where celibacy is the first and principal code, it would seem as if such a society would of itself die a natural death; but yearly many fresh converts to the sect are made, and not only among the old and those tired of this world's pomps and vanities, but from the young and healthy of both sexes. Happiness, peace, and plenty are evident in all the villages of this most peculiar of all religious societies. Mr. Hepworth Dixon has written so fully about them in his interesting work, entitled "New America," that we should recommend the curious, or those who have visited any of their villages, to obtain the book and "read them up."

We must go back to our steamer at Hudson, however, after this digression, and before leaving this interesting town may mention that the village opposite, which has the high-sounding name of Athens given to it, (though for what reason, we know not,) can be reached by a small steam ferry. There is nothing, however, to reward the task of crossing, except, perhaps, in order to obtain a good view of Hudson; but as this can be done quite as satisfactorily from the deck of our steamer, we presume our

readers will not attempt the passage, but continue with us for the next thirty miles of our trip to Albany.

The lighthouse seen on the western side of the river on Four Mile Point, (that distance from Hudson) marks the head of navigation for ships. About a mile higher up, on the same side, is Coxackie Village, the older portion of which is called Coxackie street and lies on a large plain about a mile back from the river. New Baltimore and Coyeman's are two smaller settlements north of Coxackie, with Schodack Landing immediately on the other side, whilst four miles higher up is Castleton. Here the well-known sand-bar, called the Overslaugh, is situated, a spot that has proved fatal to more steamboats and vessels than any known place on the continent. The country just around here is flat, though apparently well cultivated. Soon after leaving this village we approach a place, evidently of some importance as the river has a busier look, and the banks are more thickly dotted with houses, and after a few minutes' delay, we see in the distance, the thickly built city of Albany, the Capital of the State, whilst two finely constructed railway bridges span the river immediately opposite the city, one being used for passenger trains, the other for freight trains.

Most of our tourists will desire to visit the celebrated and fashionable Saratoga Springs, whose summer scenes of gaiety and pleasure, and the medicinal qualities of the waters of whose numerous Mineral Springs, have gained for it a reputation almost unequalled. We shall therefore, continue the duties of *cicerone*, and pass with them to the depot of the Delaware and Hudson Canal Company's Railway. Taking our seats in one of their elegant

drawing-room cars, we speedily find ourselves leaving Albany, and passing by the Albany Rural Cemetery, three miles above the city,—which is well worth a visit, as it abounds in forest streams, across which are thrown rustic bridges; here and there are cascades which empty into a miniature lake; and deep ravines, through or over which wind walks and roads, forming the most picturesque scenery imaginable,—we arrive at Troy, six miles above Albany. It is at the head of tide-water, and obtained its present name in 1789; and the adjoining hills took the names of Mount Ida and Mount Olympus. The Polytechnic School, organized in 1824, and endowed by Stephen Van Rensselaer, and the Female Seminary, take high rank among the educational institutions of the country. Troy boasts many fine churches, public buildings, and private mansions, and those who may desire to stay over a day in order to view the surrounding scenery and visit the many sights, should locate themselves at the Troy House, Messrs. Janvrin & Gilles, proprietors, corner of First and River streets, where excellent accommodation, gentlemanly clerks, and kind attention may always be relied upon. The Troy House is the leading and only first-class House in the city. Recently refurnished—Electric Bells, Telephone, Telegraph Office, and every convenience that health and comfort can suggest. Table supplied with all the delicacies of the season. Attentive and courteous employees, all striving to please. Location central—being among the leading mercantile interests and public buildings of the city, and within two minutes' walk of the landing of the palace steamboats "Saratoga," and "City of Troy," daily line to New York, and four blocks from Union R.R. Depot.

Troy has immense iron-manufactories located in the south part of the city; and the fame of her steel-works, stoves, and rolling-mills is too well established to require an extended description here. The establishment of Mr. Erastus Corning, where Bessemer steel is manufactured, is the largest of the kind in the United States, and turns out annually thousands of tons of steel rails. The original Monitor, whose exploits with the "Merrimac" may be said to have changed the character of the war-navies of the world, was in part built here. The Troy horse-shoe, nail, and railroad-spike manufactory is one of the largest in the world. Among the new public buildings are the Savings Bank, City Hall, and the new "Times" building. This last is of four stories, with an iron front and Mansard roof. St. Peter's College, built on Mount St. Vincent, is for the education of Catholic priests. The Marshall Infirmary, Warren Free Institute for Indigent Children, Troy Orphan Asylum, Troy Hospital, St. Mary's Orphan Asylum, and the mission school connected with St. Paul's Episcopal Church, are among the charitable institutions of the city. The streets are laid out generally at right angles, are well shaded, and kept clean. The cemetery is an exquisite spot, adorned with stately monuments and works of art: among these is a bridge of elegant design, by J. Wrey Mould of New York City. The Griswold and Wool monument, by the same architect, is to be of white marble, and will cost at least a hundred thousand dollars. The United States Arsenal is across the river, and contains many cannons and relics of the Revolution.

The Erie and Champlain Canals here connect with the Hudson River, and railroads radiate to every part of

the country. The Union Railway Depot is a magnificent structure, and was built by the great railroads centring here.

DELAWARE AND HUDSON CANAL COMPANY'S RAILWAYS.

This company now controls a system of railroads which extend to the many popular summer resorts of Northern New York and beyond. They comprise the Albany & Susquehanna Railroad, extending from Binghamton to Albany, 143 miles, with the following branches: Nineveh to Scranton, 73 miles; Cobleskill to Cherry Valley, through Sharon Springs, 23 miles; and Quaker Street to Schenectady, 15 miles; making in all 254 miles.

THE RENSSELAER & SARATOGA RAILROAD, extending from Albany and Troy to Whitehall and Rutland, 101 miles; and Eagle Bridge to Castleton, 52 miles; with a branch, Schenectady to Ballston, 15 miles, and Fort Edward to Glen Falls, 6 miles; making in all 174 miles.

THE NEW YORK & CANADA RAILROAD, extending from Whitehall to Rouse's Point, 114 miles; with branches, Fort Ticonderoga to Baldwin, 5 miles; Plattsburg to Ausable, 20 miles; and West Chazy to Mooers Junction, 11 miles; making in all 150 miles. These three leased or owned lines make a total mileage of 578 miles, and form one of the best lines in the country, both for through and summer excursion business.

Leaving the Union Depot, Troy, it crosses the main channel of the Hudson, on a bridge 1512 feet long, to Green Island. From thence it proceeds to Van Schaick's Island, by a bridge 482 feet long, and from here across to Waterford. The tourist can well afford to spend a few hours here and visit the Cohoes Falls and factories. In

the early colonial times Waterford was known as Half-moon, taking its name from the shape of the river-bend at this point.

COHOES, sometimes called the "City of Spindles," has become one of the most important manufacturing cities of the State. An immense water-power is here formed by the Mohawk River, which makes a descent of a hundred feet. The Cohoes Falls, about a half-mile above the railroad bridge, have a perpendicular descent of forty feet. Here are situated numerous knitting and cotton mills, axe and edge-tool factories, which give a commercial importance to the city, and employment to thousands of operatives.

MECHANICVILLE, thirteen miles from Troy, is a smart manufacturing town. A monument erected to the memory of Col. Ellsworth, of the famous Ellsworth Zouaves, will be found in the quiet cemetery on the hill.

The new railroad route from Schenectady to the Hoosac Tunnel here crosses the Hudson River upon a magnificent double-track iron bridge. This line is intended to connect the Erie Railway and Delaware & Hudson Canal Company's railroad with Boston.

A fort was on the elevated ground at the north end of the village; and a few rods below this were two long storehouses which did good service in Gen. Gates' campaign of 1777, which resulted in the capture of Gen. Burgoyne.

ROUND LAKE.—Nineteen miles from Troy, is a station of comparatively modern origin. Ten years ago, an association of gentlemen, connected with the Methodist Church, purchased a large plot of ground here, mostly timber land, upon which they established a mammoth permanent camp-meeting ground.

The grounds are handsomely laid out, and contain a hotel, capable of accommodating a hundred guests, and some two hundred and fifty cottages owned or rented by regular attendants at the meetings. There has been laid out and built at great expense, a "Palestine Park," some five hundred feet in length: this is a copy in miniature of the famous Holy Land; and here are reproduced on a correct scale the mountains, lakes, cities, and ruins of that land made so dear to the heart of every Christain.

There is also a lake supplied with boats, &c., and a mineral spring said to have superior medicinal qualities. Several meetings are held here each year, and the attendance generally is quite large. While it is strictly a religious settlement, still all are welcome, and many find it a pleasant and profitable place for spending the heated summer months.

BALLSTON, twenty-six miles from Troy, is the county-seat of Saratoga County. The Kayaderosseras Creek, which flows through the village, furnishes a fine water power for the numerous paper-mills, emery-wheel works, sash and box factories, &c., situated along its banks.

The village has a population of about three thousand people; has many fine buildings, both public and private, and is supplied with pure water, and good schools, which render it a desirable location for a permanent home.

Ballston Spa derives its celebrity from the mineral springs which flow here in great abundance.

The artesian springs flow from a depth of six hundred feet through solid rock. The Sans Souci Hotel was built many years ago by Nicholas Low, and in its plan and sur-

roundings does much credit to the taste and liberality of the proprietor. It is 160 feet long, with two wings extending back 153 feet, and is calculated for the accommodation of one hundred and fifty boarders. The Sans Souci Spring, which is within the grounds of the hotel, is seven hundred feet deep.

SCRANTON AND BINGHAMTON TO SARATOGA,

VIA, THE DELAWARE & HUDSON CANAL CO'S RAILWAY.

PRESUMING that the traveller has already viewed the wonderful beauty of the Wyoming Valley, *en route* from Philadelphia and the South, and the many attractive places along the Erie from the West, we will not stop to go over them here ; but will take up our trip to Saratoga, beginning with the Delaware and Hudson Canal Company Susquehanna Division from Binghamton.

The scenery along the route is of the finest description. Traversing the beautiful Chenango and Susquehanna Valleys, it affords convenient access to the Catskill and Helderberg Mountains ; passing through the fertile Schoharie Valley, it makes a *detour* around the foot of the Helderberg Mountain to Albany, or crosses the Mohawk Valley from Quaker Street to Schenectady, affording the most convenient route to Saratoga, Lakes George and Champlain, the Adirondacks, and other famous northern resorts.

THE CITY OF BINGHAMTON.—Sometimes called the "Parlor City." This city is beautifully laid out on both sides of the Chenango River, and on the north side of the Susquehanna. It was settled in 1784, and was origi-

nally called "Chenango Point." Its present name was derived from Hon. William Bingham, who was the original owner of the land forming the site of the city.

The construction of the Erie and other railroads has made of this a great commercial inland centre, and the growth and manufacturing interests of the city are increasing. The population is about sixteen thousand. The court-house is a handsome building in the Ionic style, fifty-eight by ninety-eight feet, and was built in 1857.

There are many handsome public and private buildings in the city; and, as special pains seem to be taken by the inhabitants to keep their places and streets clean, the city at all times presents a fine appearance.

The State Inebriate Asylum, now converted into a State asylum for chronic insane, is located a little east of the city, on a beautiful and elevated site, eighty-two feet broad by three hundred and sixty-five feet long. It is built of stone and brick, in the Tudor style of architecture. It owes its origin to the persevering efforts of Dr. J. Edwin Turner. The citizens donated the farm of two hundred and fifty acres, on which the building is erected. Leaving Binghamton, and passing through Port Crane and Osborn Hollow, we come to

TUNNEL STATION, fifteen miles from Binghamton. This was the scene of the remarkable strife between the employees of the Albany & Susquehanna and Erie Railroads, a few years since, for the possession of the former road, known as the Erie war, in which several thousand men were engaged, necessitating a call upon the State militia to maintain peace.

NINEVEH, twenty-two miles from Binghamton. Here

a connection is made with the Pennsylvania Division of the Delaware & Hudson Canal Company's railroads, which, with the Jefferson Branch of the Erie Railway, forms a line from Wilkesbarre, Scranton, Carbondale, and the coal-regions of Pennsylvania.

SCRANTON has a population of thirty-five thousand, and since its start has developed rapidly, and into great importance. It may be said to be in the centre of the coal-mining region; and near it, and on the neighboring hills, will be seen numerous collieries teeming with life, and giving employment to thousands of people.

The place takes its name from the family of Scranton, whose members were among the first to erect buildings, and push forward those industries which now are its chief feature.

The rolling-mills and blast-furnaces of Scranton are among the largest in the world, and annually turn out thousands of tons of iron in different shapes and for different uses. These works are well worth visiting, and at night their roaring fires illuminate the whole region, and make a scene never to be forgotten by the transient visitor.

The Dickson Manufacturing Company is located here, and yearly turns out large quantities of machinery. The locomotives made by these works have a world-wide reputation, and are used on a great many railroads.

A visit to any of the numerous coal-mines in the vicinity is well worth making. Visitors are shown every attention, and the opportunity of seeing coal mined should not be missed.

The Delaware, Lackawanna & Western Railroad, a similar organization to the Delaware & Hudson Canal

Company has important works here; and the round-house surrounded by its network of tracks is one of the interesting features of Scranton.

Leaving Scranton. with its ever-busy varying bustle and life, we pass Green Ridge, where connection with the Central Railroad of New Jersey is made, and the mining villages of Dickson and Olyphant, where the Gravity Railroad for Honesdale begins, and Archibald, and come to Carbondale, the second important city in Luzerne County.

This city has had a rapid growth. It was incorporated in 1851, and now has a population of about six thousand.

It is strictly a mining town: its interests are coal, and its inhabitants, people owning or mining the article.

The extensive car-shops of the Delaware & Hudson Canal Company's Railroad are situated here, giving employment to many men.

At this point the Gravity Railroad leaves the Lackawanna Valley, and by a series of inclines passes over the Moosic Mountain to Honesdale, sixteen miles distant, and the great coal-shipping point, *via* the Delaware & Hudson Canal. The empty cars are returned from Honesdale by still another series of planes; and the long coal-trains thundering across the valley, up and down the mountain-sides, seemingly without propelling power, form a scene weird and picturesque.

The successful completion and operation of this road is another of the great engineering triumphs of the age, and the work is well worth a visit.

Crystal Lake a beautiful sheet of water, is six miles from Carbondale, high up among the mountains, and is a very pleasant place for spending the heated months.

Leaving Carbondale, and passing up the narrow valley, we strike the Jefferson Branch of the Erie Railway, which is used by the Delaware & Hudson Canal Company as far as Jefferson Junction; from there we pass through *Lanesboro'*, *Windsor*, and *Centre Village*, all small towns whose interests are mostly in the lumber or leather business, and come to Nineveh, where connection with the Albany & Susquehanna Railroad is made.

Leaving Nineveh, we come to

AFTON, twenty-eight miles from Binghamton; an enterprising little village on the north side of the Susquehanna. Population, three hundred. Stage connection is made here with Vallonia Springs, one mile distant, which derives its name from the mineral springs situated here.

BAINBRIDGE, thirty-four miles from Binghamton. Population, four hundred. This town was first settled in 1785, by New England emigrants. Stage connection is made here with Coventry, Greene, Bennettsville, and Deposit.

SIDNEY, thirty-nine miles from Binghamton. Connection is made here, *via* New York & Oswego Midland Railroad, for Oxford, Norwich, Oneida, Fulton, and Oswego. The Susquehanna Valley was first settled here in 1772, by the Rev. William Johnston.

UNADILLA, forty-three miles from Binghamton. Population, about twelve hundred. Stage connection is made at this point with Walton, Butternuts, Delhi, &c.

OTEGO, fifty-two miles from Binghamton. This handsome village contains several manufactories, &c.; is situated at the junction of the Osdewa and Flax Island Creeks, and the Susquehanna River. It was first settled

in 1800. Stage connection is made with Franklin, Gilbertsville, Walton and Delhi.

ONEONTA, sixty miles from Binghamton. Population about twenty-five hundred. The repair shops of the Albany & Susquehanna Railroad, employing about two hundred men, are situated here.

This thriving place contains various manufactories of agricultural implements, foundries, mills, &c., four churches, and three hotels.

The first settlement was made here about the middle of the eighteenth century.

COLLIERS, sixty-six miles from Binghamton. The Albany & Susquehanna Railroad connects at C. & S. V. Junction, one mile from this attractive little place, with the Cooperstown & Susquehanna Valley Railroad, for

COOPERSTOWN, eighty-three miles from Binghamton, is a charming village, the county-seat of Otsego County.

COOPERSTOWN AND ITS ENVIRONS.

The natural attractions of Cooperstown and the lake region of which it is the centre, are in very many respects so like those of the English lakes, that no observant tourist can have failed to note the resemblance. The general topography of the country is nearly the same, save that the mountains about Otsego Lake are less majestic and imposing. The carriage drives in all directions are, however, equally numerous, varied, and picturesque. By a sort of triangular combination of these popular roadways, Cooperstown, Sharon Spring, Cherry Valley, and Richfield Springs have been latterly brought into quite fraternal relations; so that, during the height of the season, the finest equipages may be daily seen passing

to and fro between these beautiful villages, recalling vividly the brilliant pageantry and exhilarating scenes of the "Trossachs."

The drive to Sharon of about twenty-two miles affords one of the most sightly and commanding views in the Empire State, and hardly to be surpassed by that from the piazza of the Catskill-Mountain House.

To Richfield Springs there are three roads,—one *via* Oaksville and Schuyler's Lake, sixteen miles; one *via* Three-Mile Point (Thayer's), Five-Mile Point (Tunnicliff), and the Lake Road, to "Island Cottage," (the upper steamboat landing), and thence across the hill near "Wiantha Observatory," fourteen miles; and another still, *via* Pierstown and Rum Hill, thirteen miles. All these drives are exceptionally romantic and attractive, revealing some new beauty at every turn. Between Cooperstown and Cherry Valley lie three distinct highways, each about fourteen miles in length, and all rendered attractive by their peculiar quiet loveliness; so that, adding the two from there to Sharon Springs, and that *via* Clarksville and Seward Hill View, there are three approaches to Sharon Springs, of about twenty-two miles each. To the east from Cooperstown are several roads leading through cultivated farms, villages, and quaint little hamlets beyond, crossing frequently quite lofty mountains, from whose crests far-reaching views may be had. To the south, on each side of the Susquehanna River, and often hugging its pleasant, winding margins, are to be found excellent roads, running as far down as Oneonta, with convenient crossings at intervals of two or three miles. In this direction, through tidy villages, and surrounded on every hand with scenery dis-

tinguished for its tranquil beauty, drives can be extended indefinitely, at the leisure and pleasure of the tourist.

OTSEGO LAKE is a beautiful sheet of water, nine miles long, and from one to three miles wide.

The water is very clear, and was called by Cooper, in his tales, "Glimmer Glass," on this account probably.

Boarding the steamer "Natty Bumpo," and following the lake to its head, will be seen Wild-Rose Point, Five-Mile Point, Gravelly Point, Mount Wellington, Clark's Bay, all worthy of a visit. Arriving at the head of the lake, the Concord stages for Richfield Springs, seven miles distant, are met.

This steamboat and stage route forms a very pleasant way of reaching the noted Richfield Springs; and many avail themselves of the beautiful ride by boat and stage through this delightful county.

At the landing good stabling accommodations are to be had; and visitors from Richfield or elsewhere can either be served with a good substantial meal at the cottage, or, if perferred, make the trip to Cooperstown, arranging *en route* for more formal dinners at Thayer's or Tunnicliff's, and still be able to return in ample time for the afternoon stages. The steamer makes four trips daily; stopping on signal at all intermediate points.

The boat liveries of the village are not surpassed, either in amplitude, equipment, or economy, by those of any similar establishments in the State. During the past year over eighty pounds of salmon-trout have been taken in one forenoon from a single boat with hook and line, and three hundred pounds through the ice in one day's fishing within a hundred rods of the village. Nor is this to be wondered at when we state the fact, highly credi-

table to the citizens of Cooperstown, that they have expended nearly two thousand dollars in stocking their lake with the very choicest varieties of fish.

There are many pleasant walks and drives in and about Cooperstown, and the tourist who makes it his home for the season will find it a "home" indeed.

THE HOTELS.

The Hotel FENIMORE is a handsome building of stone and brick, situated near the centre of the village. Connected with it is a large cottage, with croquet-ground, lawn, and extensive frontage; the two accommodating about three hundred guests.

The *cuisine* is unsurpassed. During the season a fine orchestra is attached to the house, which gives daily concerts, and furnishes music for the frequent hops. The rooms are large, and the house is finely furnished throughout.

Guests at the hotel receive the best of attendance, and the class of people thronging its corridors give good evidence of its popularity.

The COOPER HOUSE stands upon an eminence eighty feet above the lake, thus affording the guests a fine view of the entire extent of the lake. The house is surrounded by a park of nearly ten acres, which is handsomely laid out in croquet, ball, and archery grounds, and is plentifully supplied with shade-trees.

In connection with the hotel are several very handsome cottages suitable for families.

The internal arrangements are very complete,—hot and cold water, &c.

The rooms are mostly *en suite*, and are well adapted for families.

A full orchestra is engaged for the season; a billiard-room and four bowling-alleys are attached to the house. Good stabling-accommodation, and carriage and saddle horses, are furnished at all times.

The house is under the proprietorship of S. E. Crittenden, whose reputation as a hotel-manager is well known.

The house accommodates five hundred guests; and each year finds it well filled, which is a good criticism on the house and its management.

There are other hotels and boarding-houses in the village, which are well filled every year. The two hotels above mentioned, however, are the most popular with the travelling and tourist public.

HOW TO REACH COOPERSTOWN.

From New York *via* Albany boats or Hudson River Railroad to Albany; thence by the Albany & Susquehanna and Cooperstown & Susquehanna Valley Railroads, to Cooperstown.

Travelers leaving New York by the night boats will reach Albany in ample time for the morning express, arriving in Cooperstown at noon.

From Buffalo and the West *via* New York, Lake Erie, and Western Railroad, to Binghamton, thence by the Albany & Susquehanna and Cooperstown & Susquehanna Valley Railroads, to Cooperstown.

From Washington and the South *via* New York, Albany, &c., or *via* Northern Central to Elmira, thence by New York, Lake Erie & Western Railroad, to Binghamton, &c., as above.

From Philadelphia *via* New York and Albany, or by the Delaware, Lackawanna, & Western Railroad, to Binghamton, &c.

From Saratoga Springs and the North, *via* Albany or Schenectady and Quaker street, on the Albany & Susquehanna Railroad.

From Boston, *via* the Boston & Albany Railroad to Albany, or the Hoosac-Tunnel route to Troy, thence *via* the Delaware & Hudson Canal Company's Railroads, and Cooperstown & Susquehanna Valley Railroad, to Cooperstown.

Worcester, eighty miles from Binghamton. This growing village bears evidence of healthy prosperity in its handsome business places and residences, its clean and well-shaded streets, and its general indications of thrift and good taste. It contains two handsome churches, several mills, and other industries. Passing East Worcester, eighty-five miles from Binghamton, we come to

RICHMONDVILLE, ninety-three miles from Binghamton. Stages connect here with Summit, Stamford, Jefferson, and Hobart.

COBLESKILL, ninety-seven miles from Binghamton. Population, twelve hundred. The largest and most important village on this section of the road: it lies nine hundred feet above tide-water, in the Scoharie Valley, so rich in historic and romantic tradition.

It contains four hotels, a printing-office, a bank, three churches, a fine school-building, threshing-machine manufactory, various mills, marble-works, &c. A branch of the Albany & Susquehanna Railroad connects here with Hyndsville, Seward, Sharon Springs, and Cherry Valley.

SHARON SPRINGS, one hundred and eleven miles from Binghamton, is situated in Schoharie County, N.Y., in a valley about 1,100 feet above the level of the sea. The streets are provided with good sidewalks, and are shaded

with maple-trees. The air is pure and bracing, and free from malarial impurities: even in the warmest of the summer weather, the nights are cool and pleasant for sleeping. The springs are easy of access within the village limits, on the edge of a natural forest, abounding in pleasant walks. The surrounding country is hilly, and affords interesting drives and pleasant scenery. Sharon Springs is well supplied with hotels and boarding-houses, many of which have a well-established reputation for excellence and comfort: among these, visitors can be sure of finding comfortable accommodation at rates conformable to every grade of expenditure.

This watering-place has been famous for many years for its mineral springs, of which the most noted is the White Sulphur Spring, which is not excelled by any sulphur spring in this country. The water is used both internally and externally: it is clear and bright as it issues from the spring, and of an agreeable temperature for drinking (48° F). In the bath-houses it is heated to any degree required for bathing. The water of this spring is particularly efficacious in rheumatic complaints, gout, neuralgia, paralysis, cutaneous diseases, urinary difficulties, indigestion, and biliary derangements. The benefit derived in such cases has been remarkable: when the waters are judiciously and fairly tried, relief is almost sure to follow, and many cases of permanent cure are effected. Malarial difficulties may also be eliminated from the system by the use of this water in bathing and drinking.

The old bathing-buildings having been entirely destroyed by fire in September, 1875, the proprietors, Messrs. John H. Gardner and Son, have since erected new sulphur bath-houses on the same site.

The new establishment consists of an ornamental building in front, with two entrances, leading respectively into the ladies' and gentlemen's waiting-rooms; from these, doors open into the bath-houses proper, two long buildings, entirely distinct from each other. The ladies' house contains forty, and the gentlemen's fifty-two, bath-rooms.

The bath-tubs (from the factory of the Penrhyn Slate Company) are all of slate, selected for this use, and particularly desirable on account of its non-absorbent qualities.

The interior of the buildings is entirely finished in hard woods, oiled. The exterior is of brick, and the roofs are covered with slate.

The proprietors have spared neither effort nor expense to make the new houses comfortable and inviting in every respect. The White Sulphur Spring discharges about four barrels of water per minute, thus giving an immense supply, and obviating that hoarding of the water in reservoirs or other receptacles, which is necessary in many other sulphur-bathing establishments where the supply is small. Here the water flows from the spring into a small tank, about the size of a hogshead, from which a steam-pump raises it into larger tanks (at a sufficient elevation to serve the tubs), where it is heated, and distributed to the bath-tubs. As the pump is kept constantly at work, during bathing-hours, the water flows almost directly from the spring into the bath-tubs, only being retained long enough to acquire the necessary heat in the hot tank. This is of great advantage to the patrons of the establishment, as it is a well-known fact that the water loses in strength and efficacy by being kept in any way except in bottles.

The new baths were opened to the public in 1876, and were universally commended, and pronounced to be the best sulphur bath-houses in the country.

Sharon Springs has also valuable magnesia springs, whose waters are highly esteemed for drinking purposes; and, when thus taken, these waters act beneficially with the sulphur water. "A blue-stone spring," near the White Sulphur Spring (but entirely free from sulphur), has, during the past fifteen years, proved so efficacious in affections of the eyes, that it has been properly named the "Eye-Water Spring." A chalybeate spring is also found within the village limits.

There are resident physicians in the place who have had many years of experience in the use of the waters.

The PAVILION is the largest hotel. It accommodates about five hundred guests, and is pleasantly situated on the summit of a slight eminence, commanding a charming view of about forty miles in extent towards the north, embracing the Mohawk Valley, the Adirondack Mountains; and, in very clear weather, the Green Mountains of Vermont may be seen. Several fine cottages are attached to the hotel, which may be rented by families: there is also a bath-house, for the convenience of patrons. The best of attendance is given all comers, and its reputation as the first house in the village is at all times fully sustained.

UNION HALL is another large hotel, accommodating about two hundred guests.

There are several other good houses in the village, among which may be mentioned the Howland, Mansion, United States, Empire, and Sharon Houses.

Sharon Springs may be reached by the Delaware and

Hudson Canal Company, Susquehanna Division, from Albany or Binghamton. The depot of the Susquehanna Railroad in Albany is now located at the foot of Maiden Lane, in that city, immediately adjacent to the depot of the New York Central & Hudson River Railroad, and Boston & Albany Railroad. Two express trains run daily to Sharon Springs, on the Susquehanna Railroad. Through tickets and baggage-checks, *via* Susquehanna Railroad, can be obtained in New York, Boston, and Philadelphia. The trains make close connections with the New York Central & Hudson River Railroad, Boston & Albany, Hoosac Tunnel route, People's Line night boats, and Day Line steamers. During the season express trains have drawing-room cars attached between Albany, Sharon Springs, and Cherry Valley, through, without change. There is also a through train that leaves Philadelphia in the morning, and arrives at Sharon Springs in the evening of the same day.

CHERRY VALLEY, one hundred and twenty miles from Binghamton. Population, one thousand. One of the prettiest little villages in the State. It was here that one of the most horrible massacres recorded in history took place. In 1778 the Tories and Indians butchered or took captive the entire population.

Stages connect with Fort Plain, Cooperstown and Milford.

HOWE'S CAVE, 114 miles from Binghamton, and 39 miles from Albany. This cave is one of the most remarkable curiosities in the United States; for beauty, variety, and extent, it is only equalled by the Mammoth Cave of Kentucky, with the advantage of being more convenient of access, as the entrance to the cave is immediately at

the railroad station. This great natural wonder, extending for miles beneath the surface of the earth, is lighted by gas.

Among the prominent points of interest in the cave are the Reception Room, Washington Hall, Bridal Chamber, Chapel, Harlequin Tunnel, Cataract Hall, Haunted Castle, Music Hall, and Crystal Lake, upon which are boats for the transfer of visitors across this subterranean water. The foot of the lake is brilliantly illuminated with gas-jets, giving a beautiful view of the Crystal Waterfall and Cataract. Beyond the borders of the lake are the Devil's Gateway, Museum, Uncle Tom's Cabin, Giant's Study, Pirate's Cave, Rocky Mountains, The Winding Way, and Grand Rotunda.

Stalagmites and stalactites of varied and wondrous forms are seen on every side, assuming such shapes as only Nature, the greatest sculptor, could suggest: among these may be mentioned Lady Washington's Hood, Washington's Epaulet, The Harp, and countless others.

The average temperature of the cave is about sixty degrees during the entire year, seeming cool in summer and warm in winter. During the extremes of hot and cold weather, it is a luxury to visit it. The air is pure and invigorating, and high medical authority has pronounced it decidedly beneficial to those afflicted with pulmonary or lung difficulties; and in several cases immediate relief has been experienced by those laboring under temporary colds, and depression of the lungs. No case is known where any person has taken cold while in the cave.

THE CAVE HOUSE, an elegant stone structure a few rods up the mountain from the depot, is situated immedi-

ately at the entrance to the cave. It is provided with a well-shaded, broad, cool piazza, which overlooks the fertile valley in front, and commands a most beautiful and picturesque view, with Guernsey's peak as its background. The house is elegantly furnished, has bath-rooms on each floor, and is heated throughout with steam. Circulars giving full information in relation to the cave, Cave House, and surroundings, furnished on application to the proprietor, J. M. Russel, late proprietor of the Grand View Mountain House.

Guests may be assured of the most excellent accommodation at reasonable prices. Cave costumes for both ladies and gentlemen, and careful, intelligent guides, are furnished visitors to the cave. The principal industry at Howe's Cave is the manufacturing of "Ramsey's Hydraulic Cement" from native material. This cement has already gained a celebrity almost equal to the celebrated "English Portland."

CENTRAL BRIDGE, 106 miles from Binghamton. Five miles south on the Schoharie & Middleburgh Railroad, lies SCHOHARIE COURT HOUSE, a place of considerable importance as a summer resort. An old stone church which was used as a fort in Revolutionary times may be seen here.

The town was first settled in 1711 by Palatinate Germans.

ESPERANCE, 111 miles from Binghamton. Population, four hundred; settled in 1711.

QUAKER STREET, 116 miles from Binghamton. This is the junction of the Schenectady Branch of the Delaware and Hudson Canal Company's Railroad, which forms a short cut to Saratoga and the North. Cars run through

from the main line to Saratoga without change. From here the main line passes through the beautiful suburban towns of Duanesburgh, Knowersville, Guilderland, New Scotland, Slingerlands, and Adamsville to Albany, where connections are made for the North and East, also with the River steamers.

Leaving Quaker Street by the branch, we come to

SCHENECTADY, 131 miles from Binghamton. This is one of the oldest towns in the State. It is situated on the Mohawk, a broad and beautiful river which forms its northern boundary. It contains twelve churches, and a population of thirteen thousand. A trading-post was established by the Dutch, in 1620. In the winter of 1690 the place was visited by a party of French and Indians, under the command of Lieut. Moyne de St. Helene, who burned the settlement, which consisted of eighty well-built houses and a fort, and killed and captured the inhabitants. The council-fires of the Iroquois were at Johnstown Hall, about twenty-five miles west of here. Schenectady is distinguished as the seat of Union College, which is built on high ground that commands a view of the Mohawk Valley for many miles. The college consists of several brick edifices, including a fine chapel in process of construction. Its president is Rev. Eliphalet Nott Potter, D.D., who brings zeal, energy, and commanding talents to the post. In numbers and respectability, Union College has always ranked among the most favored educational institutions in America. From Schenectady to Saratoga, twenty-two miles, the railroad, one of the oldest in the United States, pursuing the valley of the Eelplace Creek, passes along the banks of Ballston Lake, called by the Mohawks *Wa-can-te-pa-hah*, and enters Ballston Spa

on a curvature of considerable extent. From thence it continues across the Kayaderosseras Creek in nearly a straight line to Saratoga Springs.

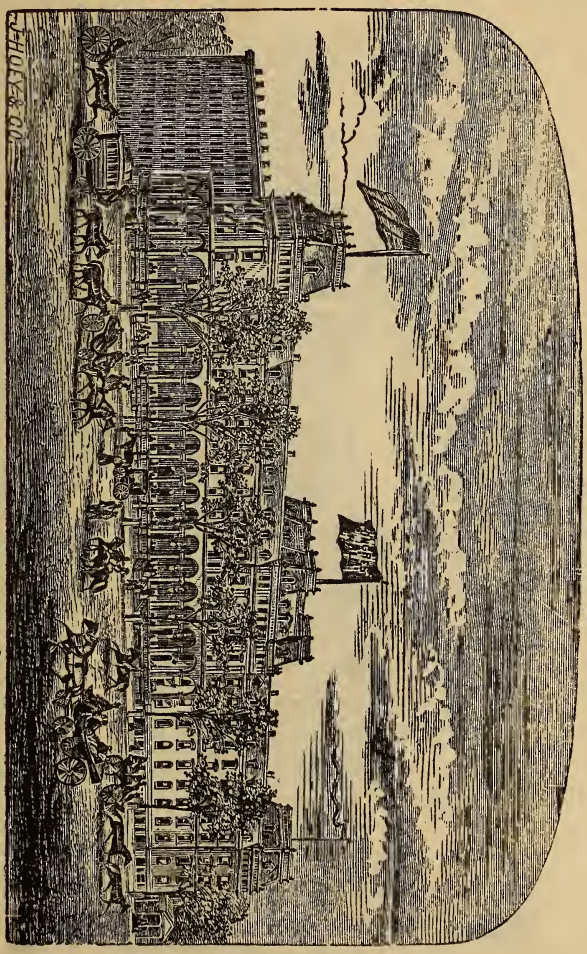
SARATOGA, AND ALL ABOUT ITS HOTELS, SPRINGS, &c.

THIS celebrated watering-place is a grand focus to which the fashionable world of the United States, and indeed of Europe, is annually drawn; it is thirty-two miles from Troy, and has a population of about ten thousand. As we pass from the train we find ourselves surrounded by crowds of pleasure-seekers who flock to meet the new arrivals. Here are intellectual men, stylish men, the beaux of society, and men of the world; ladies of social rank, the managing mother, the marriageable daughter, the fluttering bee of fashion, and the gentler bird of beauty, are found amidst the throng, for Saratoga is cosmopolitan. The ladies have here ample opportunity for the display of their peculiar charms and graces. The sporting gentleman finds opportunity for gratifying his peculiar tastes, the philosopher may study human nature in all its phases, and the invalid may oft-times find that most precious of all gems, *perfect health.* In fact, to all classes, Saratoga offers some pleasure suited to their peculiar desires. But laying aside our moralizing we shall proceed to make our choice from the many fine hotels of which Saratoga boasts.

The most fastidious taste could not but be gratified in this respect, and among the elegant hotels situated in the place it would be difficult to discriminate. We shall, therefore, mention the principal hotels, some of which are not excelled in any city in the world.

CONGRESS HALL, situated on Broadway, extends from Spring to Congress street. It has a frontage of 416 feet on Broadway, and its two mammoth wings, extending 300 feet back, combine to make it a most perfect specimen of architecture ; the foundations, which rest on solid rock, were laid October, 1867. It is entirely of brick, and has 7 fire-proof brick walls extending through the whole structure to the roof. It is 5 stories high, surmounted by a French roof with observatories at each end and in the centre ; the wings are 7 stories high ; the rooms are spacious ; the halls 10 feet wide, and 400 feet long on each floor ; and broad, commodious stairways, with an Otis elevator of the finest description render every portion readily accessible. A front piazza, 20 feet wide, and 240 feet in length, extends across the building, with numerous others within the grounds, and a promenade on the top of the hotel affording a charming view, contributes to render the house attractive. The two wings extend back to Spring street, and are each two hundred and thirty feet long by forty-six feet in width, giving an abundance of private parlors and lodging-rooms. One thousand guests can be comfortably lodged and fed under its spacious roof. Across Spring street, and connected with the hotel by a suspension bridge, is an elegant ball room. It is one hundred and twenty feet long by fifty wide. The ceilings are frescoed in artistic style, and it is brilliantly lighted by expensive chandeliers. The dining halls, parlors, etc., are superb and ample, and every thing about the house is on a scale of unequalled magnificence and grandeur, while the proprietors, Messrs. Clements & Wilkinson, have endeavored to provide every thing that can afford comfort and

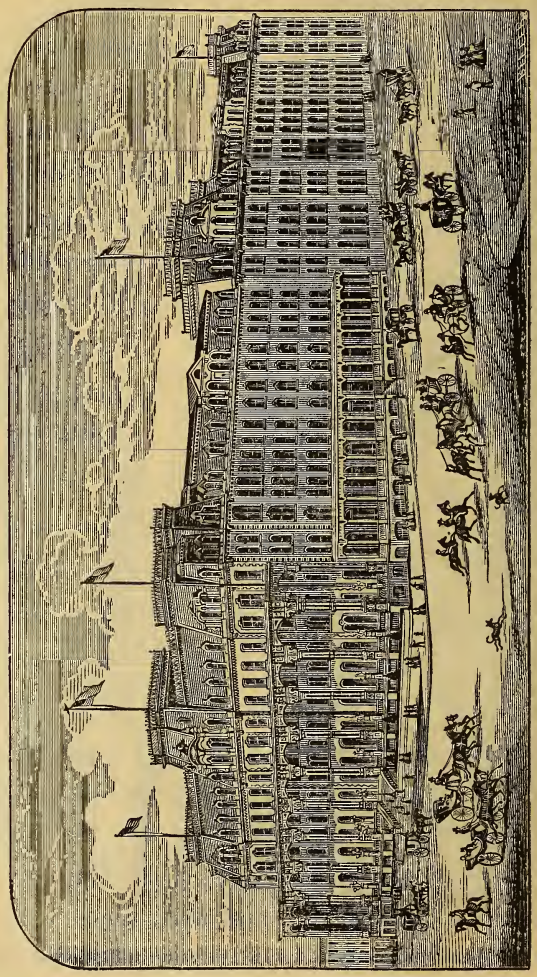
pleasure. Our cut of the hotel serves to convey a general idea of its outward appearance, but fails to depict all its



CONGRESS HALL, SARATOGA SPRINGS, N.Y.

elegant outline. The weekly balls given are of the most brilliant nature, and the music is furnished by unrivalled

orchestras. The famous Hathorn Spring is on the grounds of this hotel.

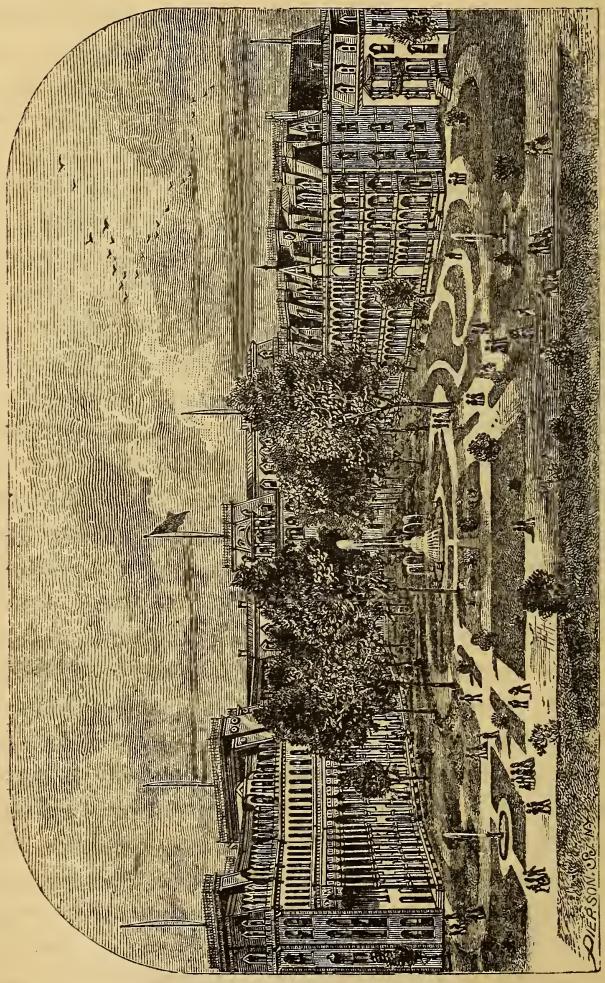


UNITED STATES HOTEL, SARATOGA—EXTERIOR VIEW.

The UNITED STATES HOTEL is a superb establishment,

surpassing in size any hotel in the world, and equalling in magnificence the finest hotels of the most famous summer resorts of the old and new world. Its construction occupied two years. It contains nine hundred and seventeen apartments finished and furnished in the latest style, with gas, running water, and every possible convenience. In addition there are sixty-five suites of rooms, with bath-rooms attached. The grand dining-room is very handsome and striking, being in dimensions two hundred and twelve feet by fifty-two feet in width, and twenty and a half feet in height. The drawing-room also is an elegant apartment, handsomely furnished and exquisitely decorated, and is eighty-five by sixty feet. The Ball-room, however, outdoes both of these magnificent apartments in splendor, rivalling the most beautiful *salons* of Europe in style and ornamentation ; this room has dimensions of one hundred and twelve feet in length, fifty-three feet in width, and twenty-six in height, and has been decorated by the most skillful artists of the country with a taste and skill unexcelled anywhere. The halls and corridors are broad and spacious, and when crowded with the throng of promenaders which they invite, present a most brilliant appearance. In this respect the piazzas also offer great attractions to guests, from their unequalled extent, and the variety of scene which they afford. On the exterior of the buildings, facing Broadway and Division street, these extend for a length of four hundred and thirty-two feet, throughout three stories, and furnish a singular vantage ground for view, as well as extraordinary facilities for promenading. Corresponding with them is a length of piazza on the interior side extending

for twenty-three hundred feet, which overlooks a court-yard of three acres, tastefully laid out in shady walks,



UNITED STATES HOTEL, SARATOGA—INTERIOR VIEW.

beds of beautiful flowers, and velvety lawns, to which

splashing, cooling fountains lend an additional charm. This lovely spot is, of course, a favorite resort, particularly when lighted up in the evenings, and the orchestra of the hotel, composed of first-rate musicians, discourses the latest and most fashionable airs. While lingering in this pleasant spot let us take a survey of the noble proportions of this palace, for such it may truly be styled, and give an idea of how its *ensemble* strikes us. Bounding the court-yard on three sides it rises to a height of six stories, and the free elegance of its architectural lines, in the modern French style, leaves an impression upon the observer of perfect suitability to the precints, and the purpose for which it is used. Being in a mood for further inspection, from delight with the interior view, we proceed to take an exterior view of the whole building from Broadway and Division streets, upon which it fronts, and along the former of which it extends two hundred and thirty-two feet, with six hundred and fifty-six feet along the latter. Here the wealth of columns, niches and attics, surmounted by the imposing Mansard, and the whole crested by three handsome pavilions, serve to deepen the impression already created. Entering by the main entrance on Broadway, and being still in the mood for inspection of details, we pass through the hall into the offices, roomy and commodious apartments for the tireless workers of the business staff, who are all courtesy and attention to our wants and inquiries, and look in at the gentlemen's especial quarters—we cannot say *haunts* in the face of the fascinations to be found in other parts of the building; these embrace reading, smoking and retiring rooms, of delightful coolness and restful comfort. West of these, in the Division street

wing, are the dining-room, and above it, in the second story, the ball-room, already described. Returning to the Broadway side, we are attracted to the drawing-room, a beautiful apartment, furnished with the softest and most expensive of carpets, articles of rare material and the most artistic and fashionable design, mirrors, chandeliers, lace curtains, together with fresco-work and ornamentation beautiful enough to satisfy the taste of the most æsthetical. The ladies' sitting-room, which is opposite, is also fitted up in the same style. Ascending by either of the two elevators, in constant use between the several floors, our courteous *cicerone* from the office draws our attention to points of paramount importance in the construction of a building of this kind, and which are too often overlooked for considerations more showy, but really of less importance to guests, and points out the fire-proof partitions which divide the whole house into five compartments, each in this way perfectly insulated from the effect of fire casualty in the others, informing us also that on every floor of each compartment is a hose from which a stream of water can be obtained at a moment's notice, and that escapes are supplied by ten staircases.

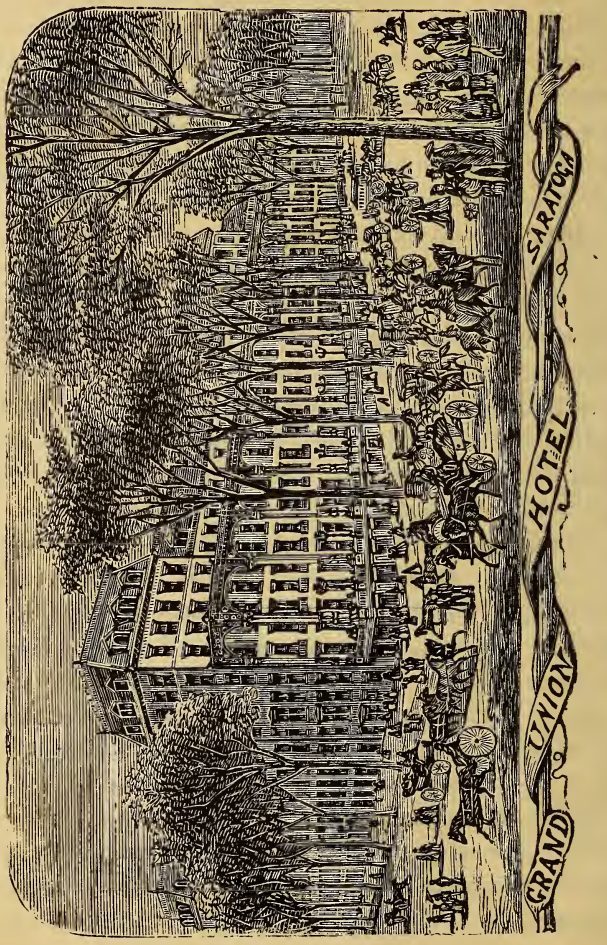
We are now conducted to the "Cottage Wing" which the proprietors have made a special feature of the establishment, and requires more than a passing mention. It runs to the south of the court, and in a westerly direction from the Broadway building, for a length of five hundred and sixty-six feet. The public had long felt the need, in a hotel of this description, of some provision whereby absolute privacy and seclusion could be obtained in the midst of the gaiety and excitement of this fashionable

watering place, and the proprietors ever watchful, and ready to anticipate and minister to such wants, constructed the "Cottage," as it is suggestively styled. How admirably this object has been attained, the experience of numbers who have enjoyed its comforts and security amply testifies. And how could it be otherwise? for here are rooms separate, or *en suite*, from one to seven, with parlor, bath-rooms, and all the modern conveniences and appliances, with separate table and attendance.

The presiding genius, if we may call it so, of all this completeness and attractiveness may be said to be the Hon. James M. Marvin, a name which has associated with it the growth and success of Saratoga, while the vast experience of Messrs. Tompkins, Perry, Gage and Janvrin, in metropolitan hotels of the first-class and in the most fashionable summer resorts, is a guarantee that everything that can possibly be done to ensure the comfort and gratification of guests, will be accomplished.

The GRAND UNION HOTEL, is one of the great houses of Saratoga. It is 650 feet in length, and the immense extent of frontage is skillfully relieved by the arrangement of windows and entrances, and by the massive towers which rise in the centre and at each extremity. It is one of the largest hotels in the country, and accommodates 1,200 guests comfortably. Within, is a court, which is beautifully shaded, and here a band plays morning and evening. A vertical railway renders the six stories easy of access to guests. The public rooms are of prodigious size, and the office is most perfect in arrangement. This monster hotel has piazzas, in length over a mile; halls, two miles; carpets, 10 acres; number of rooms, 800; and possesses every conceivable comfort

for guests; interpreters, being always on hand to receive orders, and impart information to foreign guests, in their



native tongue. Since the Grand Union's closing in 1873 upwards of one hundred thousand dollars have been ex-

pending in decorating and re-furnishing, and it stands without any rival for comfort, ventilation and extent of grounds. Its tables are always loaded with everything the market affords, and nothing that time, money or care can effect, will be left undone to sustain the reputation which the Grand Union has already established, of offering to its patrons all the comforts of a first-class hotel.

Numerous improvements, which good taste and experience have suggested, have been made. Among these may be mentioned the following : the electric lights for illuminating the garden and court. The building, in which was the ball-room has been taken away, and the grounds opened to Federal Street. The whole of this great establishment is in the hands of Mr. Henry Clair, well-known throughout the United States as an accomplished business manager. He is a veteran in the hotel business, and one who knows how to make guests comfortable when they visit Saratoga.

Mr. Clair is also the manager of the Park-avenue Hotel, New York City. This beautiful building has six hundred rooms with accommodation for nine hundred people. It is the only absolutely fire-proof hotel in America. The court, which is a hundred feet square, has electric light, is filled with shrubs, in the winter, and rare and blooming flowers in the summer-season. An interesting feature of the house is its fine library, forty by a hundred feet, with convenient tables, writing-materials, and three thousand volumes of the various departments of literature.

WINDSOR HOTEL.—This exquisite and *recherché* hotel is located on South Broadway, and overlooks the Con-

gress Spring Park. It is owned by the estate of A. T. Stewart, and is the only hotel in Saratoga which is kept on the European plan. The rooms are elegantly furnished, and all the appointments are perfect of their kind. A pagoda furnishes a cool and shady retreat, where ice-cream and after-dinner coffee may be indulged in, while the strains of the Congress Park Band are wafted on the still air, entrancing the soul with its harmony. Two furnished cottages on the grounds are attached to the hotel.

AMERICAN HOTEL.—The American Hotel which was built about thirty years ago, is on the corner of Broadway and Washington Street. It affords accommodation for two hundred guests. The house has an excellent reputation. It has a frontage of one hundred feet on Broadway with spacious piazzas, and is within easy access of the springs, post-office, and places of resort. It opens this season under the most favorable circumstances. Messrs. Farnham & Bush both of whom have long been known to tourists and pleasure travelers as practical hotel men, are the Managers ; the former, Mr. Farnham, having conducted a well-known hotel at Bermuda, West Indies, and the latter, Mr. Bush, having been for years and being at present—proprietor of the well-known REVERE HOUSE, Troy, N. Y. These gentlemen have leased this commodious and popular house, and will be happy to welcome all former patrons. At the same time they solicit the patronage of the public, feeling assured they can offer not only capacious and airy rooms, excellent beds, and superior tables, but all the comforts of a first-class hotel.

The American House has been thoroughly refitted

and refurnished during the past Spring with splendid new carpets and furniture, both of which are of the latest and most elaborate designs.

This well-known hotel is most delightfully situated on Broadway upon the same side of the street as, and about midway between the magnificent United States on the left, and the world-celebrated Grand Union, on the right, and in the midst of beautiful shade-trees, etc.

The American Hotel is four stories high and has a frontage of 85 feet on Broadway, with a large roomy piazza extending the whole width of the building, and as it is always shaded, "guests" are afforded a delightful retreat for every hour of the day.

The house contains 125 sleeping rooms, all of which have pleasant outlooks, plenty of light and air, and are splendidly furnished, with ample accomodation for 250 guests.

The dining-room 97x37 is large and airy with seating capacity for over 300 people at one sitting, and guests can depend upon finding the table at all times supplied with the very best the markets afford, and all the delicacies of the season. The comfort of guests will at all times be considered in every respect, and we can in truth *without fear of contradiction*, refer to the vast improvements which have been made at this well-known hostelry, for we feel that they are well worthy of mention, and the enterprise that Messrs. Farnham & Bush have put forth deserves especial notice, as they have spared neither time nor money in making improvements, and they cannot help establishing for themselves as well as the AMERICAN HOTEL an enviable and well-earned reputation among tourists and pleasure travelers, who may

visit Saratoga during the season of 1881. Upon entering the hotel, one will observe at a glance that the improvements that Messrs. Farnham & Bush have made since assuming control of the house are not of an ordinary character, as will be seen by observing both the exterior as well as the interior, for every part of the house from garret to cellar, has been thoroughly renovated and all of the rooms have been newly painted and papered, the ceiling tastefully decorated. All of the parlor halls and sleeping rooms have been newly carpeted with Brussels, three ply and in-grain carpets. Every room in the house has been newly furnished, with elegant black walnut for the office parlors, and upon the second floor, while the third and fourth floors have fine ash and cottage furniture, with beautiful wicker for the piazzas, etc. Another feature worthy of notice, and one very much favored by hotel patrons, are electric call-bells, which now connect every room in the house with the main office, thus adding to the comfort of guests. Trusty porters will be found at the stations upon the arrival of all trains.

Many of the guests of the American have returned annually for years, and its reputation will be more than sustained by the new proprietors, Messrs. Farnham & Bush.

THE ADELPHI HOTEL, SARATOGA SPRINGS, N.Y.

Among the numerous hotels at Saratoga worthy of mention, we take pleasure in calling the tourist's attention to the Adelphi, which is truly a first-class hotel in every sense of the word. This new and beautiful hotel, situated on Broadway, next to the United States, was built in

1871. It contains about one hundred rooms, is elegantly furnished, and has very convenient access to the prominent springs. Its piazza is elevated a story above the street, and commanding views are obtained up and down Broadway, and of Philadelphia street, opposite. The proprietor is Mr. William H. McCaffrey, well-known to the traveling community, who is untiring in his exertions for the happiness and comfort of his patrons. He has secured a multitude of friends from all parts of the United States and Canada by his courtesy to guests; and the writer takes great pleasure in recommending the Adelphi to all tourists and pleasure travelers, who may pay this most beautiful and delightful of summer resorts a visit during the coming season, and he can truthfully say, from his own personal experience, that no pains will be spared, by either the proprietor or his gentlemanly assistants in the office, to make the "Adelphi" one of the finest and best managed hotel-homes, not only for those who wish to pass a few months at this most fashionable of America's many attractive watering places and summer resorts, but also for the tourist and transient guest. The surroundings about the hotel are full of interest; the hotel is delightfully situated, fronting upon Broadway, the principal thoroughfare of the city, close to and in the immediate vicinity of nearly all of the many celebrated springs which here abound, and have a world-wide reputation for their various medicinal qualities, &c. It is the universal verdict of tourists that no other watering place on the continent of like size can begin to command such unvarying charms as Saratoga. One might become almost tired of the world and vote every other resort a bore; but Saratoga scenery, Sara-

toga atmosphere, and Saratoga life would still charm by their pleasing peculiarities.

THE CLARENDON.—One of the most agreeable, aristocratic, and homelike houses in Saratoga is the Clarendon. It was built in 1860, and this house has always been patronized by a choice, wealthy and aristocratic class of visitors, many of whom, with the regularity of the summer swallows, return year after year to the same quarters under its ample verandas. Magnificent elms surround the building, which faces Broadway. The Washington Spring is within its ground, whose tonic waters are highly prized by the visitors. At night the brilliant gas-jets, and the sweet music of the band, render the gay scene very attractive.

The guests are made to feel perfectly at home by the delicate though modest attentions which are paid to them by the proprietors as well as by every employee of this well-ordered establishment. The arrangement of the Clarendon will this season be found well calculated for the five hundred guests who usually patronize it as a summer resort.

COLUMBIAN.—The Columbian is a new structure, pleasantly located on South Broadway, adjoining the Clarendon, and will comfortably accommodate two hundred guests. The house has a frontage of a hundred and twenty feet, with a fine piazza which overlooks Congress Park and Springs. It has always been well patronized by summer visitors, and bids fair to be more popular than ever during the season 1881.

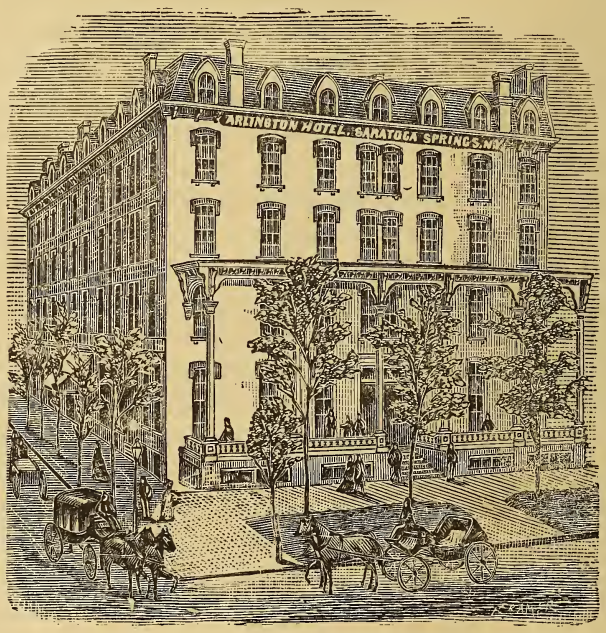
AUSSAFESTA.—Glen Mitchel is situated at the terminus of North Broadway, and about a mile and a half from Congress Spring. The hotel is famous for its wide

piazzas, its half-mile driving park, and its pretty walks and woods, forming a very desirable place for picnic parties. Game breakfasts and dinners are a speciality. The drive from the village to Glen Mitchel, and thence around by the Excelsior Spring, is one of the most delightful in Saratoga.

THE ARLINGTON HOTEL, SARATOGA, SPRINGS, N. Y.

Amongst the first-class hotels at Saratoga which invite more than a passing mention is the ARLINGTON, which, though not of the same dimensions as some of its compeers, is surpassed by none of them in style, comfort, and attractiveness. It is situated directly opposite the United States, and fronts on both Broadway and Division streets, so that its situation is very favorable, being in the midst of the life and gaiety of "the Springs," and within easy distance of the railway station and all the springs. Its dining-rooms, drawing-rooms, parlors, and reception rooms, for both ladies and gentlemen, are all handsome, airy, and commodious, furnished in the latest style with costly furniture, and supplied with all the modern conveniences and appointments necessary for comfort. Rooms may be had separately, or *en suite.* Electric bells connect each room with the office ; an elevator obviates the necessity for exertion in going up and down to the several flats, and a host of attentive servants are in waiting to carry out the wishes of the guests. The *cuisine* is under the management of a well-known *chef*, and the table will always be supplied with every viand and luxury which can be procured. The Arlington is open all the year round, and in consequence, can offer its patrons more favorable terms for the same accommodation than houses which make a great

flourish for the few months of the season. It has always been the headquarters for the commercial travel, and has attached to itself a number of patrons who visit it yearly during the summer, and each year witnesses an increase in the number of those who hold fast to the Arlington. This result is the natural consequence of the great ex-

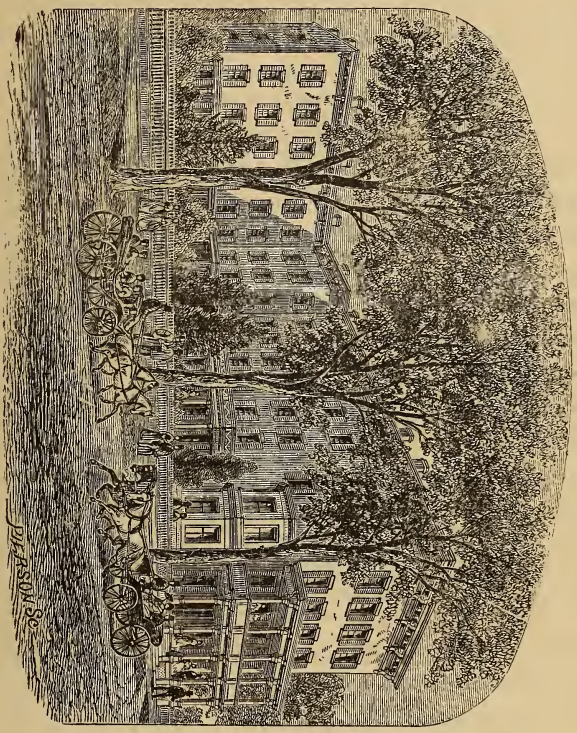


ARLINGTON HOTEL, SARATOGA, N.Y.

perience of the proprietors, Messrs. R. McMichael and J. P. Dennin, who have managed first-class hotels for more than twenty years, and of the uniform courtesy and attention, as well of their officers, as themselves. Rates are uniform all the year round, and reasonable; and special arrangements can be made for the season.

Dr. Strong's Remedial Institute.

This excellent institution is situated on Circular street, the most beautiful avenue in Saratoga, only a short distance from the great hotel, and one block from the Congress Park.



DR. STRONG'S REMEDIAL INSTITUTE.

It is one of the best conducted institutions for the treatment of all kinds of Nervous, Lung, Female and Chronic Diseases. It is fitting that Saratoga, a place where so many congregate in the summer for recreation, rest, and recuperation of health by the use of the mineral

water, should be supplied with an institution, under able management, where medical advice can be obtained, and the more positive and confirmed cases of disease treated under constant and able medical supervision. Such is Dr. Strong'S Remedial Institute. But it is always conducted in summer with special reference to the accommodation of summer boarders, and enjoys a most excellent reputation for its superior advantages as a summer retreat. The table is excellent, and the rooms are large, well ventilated, and kept with especial reference to comfort and luxury as well as health. In summer no one would suppose it to be a medical institute from its appearance, and yet in it may be enjoyed the most luxurious baths and means of physical exercise, which every summer resort should supply, but which so few, even of the hotels and boarding-houses in Saratoga, afford within their doors.

Being removed from the bustle and confusion of the large Hotels, it affords a delightful retreat for persons of impaired health. The cathartic, tonic, diuretic and alterative springs—as efficient in winter as in summer—with the dry, uniform, and tonic climate, brings invalids here at all seasons of the year. The advantages of a well-regulated Hygienic Institution, with such remedial appliances for the treatment of special cases in the hands of regularly-educated physicians, are to be found here.

It possesses abundant means of recreation and entertainment, organs, pianos, gymnasium, etc., to suit the taste and pleasure of its select patrons.

The elegance and convenience of the Bath Department are unsurpassed in America. The buildings are heated by steam, so that the temperature throughout the

house is moderated to a healthy uniformity, and in winter is brought to the condition of a summer climate. Circulars giving a full description of the institution, its remedial agents and rare appliances, its remarkable success in the treatment of *Nervous, Lung, Female, and Chronic Diseases*, with distinguished references, terms, etc., will be furnished by the proprietors on application.

TEMPLE GROVE.—This hotel occupies a block on Circular street, bounded by Spring and Regent streets. Willis E. Dowd is the manager, and it possesses very good accommodation for families through the summer. During the remainder of the year it is occupied as a young ladies' seminary.

There are several smaller hotels and boarding-houses, which are kept in excellent style. Among these are the Everett House, Arlington, Holden House, Waverly, Pavilion, White's, Mrs. Wilbur's, Dr. Bedortha's, Empire, Commercial, Broadway, Mount Pleasant, Washington Hall. On Franklin street are, Mrs. Wicks', Mrs. Spooner's, N. B. Morey's; and on West Congress is Pitney's. Numerous others are in various parts of the town,—more quiet than the hotels, with shaded grounds and piazzas, and very attractive lawns for croquet and other out-door amusements.

Having made our choice, we sally forth to see the sights, and at once decide that Saratoga is a very pleasant and pretty village. We find its streets wide, and well shaded with trees, while on either hand rise lofty and elegant structures. But our steps are directed towards the "Springs," and as we visit, in turn, those wonderful outflows from the bosom of mother earth, we are informed that, for their improvement and utilization,

hundreds of thousands of dollars have been expended, and that at the present moment, Saratoga contributes of its healing waters "to almost every portion of the habitable globe."

ITS SPRINGS.

The springs in the Saratoga Valley are among the remarkable natural curiosities of the world. The water which flow from these natural curiosities are known as "chalybeate, and acidulous saline." This division arises from the relative proportions of their particles, the constituent ones being carbonate of soda, chloride of sodium, carbonate of magnesia, hydriodate of soda, silica and alumina, carbonic acid gas, with occasionally traces of iodine and potassa. According to the proportions of these found in each spring, so is the name given.

Each spring has its local history, which is interesting in its discovery, and the subsequent efforts of the owners to preserve and utilize it. The tubing of a spring is an expensive affair, which costs thousands of doilars. This arises in part from the difficulty of securing the carbonic-acid gas. Materials, which would answer well in cases of an ordinary spring, prove to be entirely useless with the acidulous mineral water. Ordinary cement, which answers perfectly well with fresh water, proves no barrier to the escape of carbonic-acid gas, and in time it will be taken into combination with it.

CONGRESS SPRING, owned by the CONGRESS AND EMPIRE SPRING COMPANY.—Congress Spring stands at the head of the numerous springs which abound in Saratoga. Its discovery is thus related by Dr. Steel: "During the summer of 1792 three gentlemen were

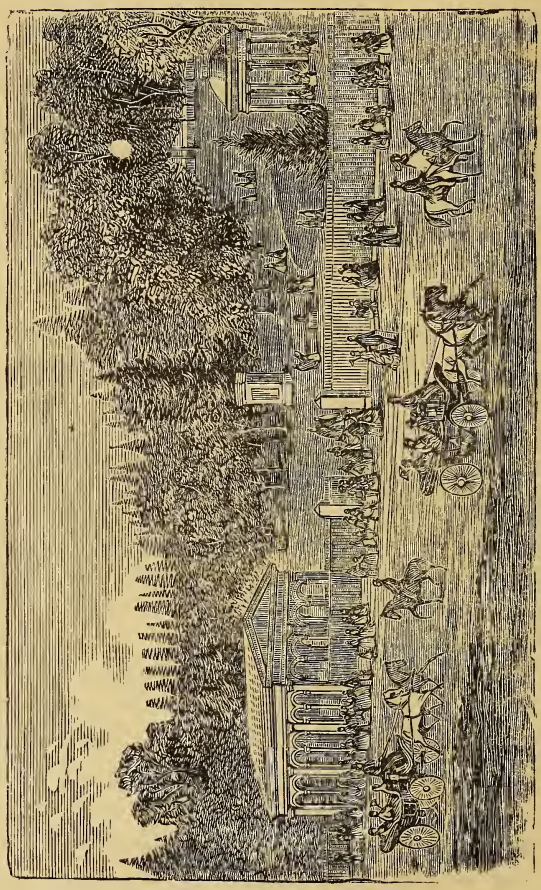
boarding at Risley's, who frequently amused themselves in hunting for small game in the neighboring woods. One of them, John Taylor, a member of Congress from New Hampshire, accidentally discovered a small stream of water issuing from an aperture in a rock, the face of which formed the side of the brook. On examining it attentively, he found it to be a strong mineral water. He communicated this discovery to his associates; and in the afternoon of the same day he conducted his landlord, with a number of other persons to the spot." It was situated a few feet farther west, and on the opposite side of the brook from where the spring now is. The water issued from a worn hole in a large mass of silicious lime-rock. The discovery was deemed an important one; and out of respect to the discoverer, and as a compliment to the superior strength of the waters, the same was, by the consent of all parties present, dignified by the name of "Congress Spring." It was tubed by Gideon Putnam, and was first bottled, as an article of merchandise, in 1823. It is situated in the Congress Spring Park, which is tastefully laid out with trees and walks, and adorned with statuary.

The COLUMBIAN is in the same grounds, and but a few rods south-west of the Congress. It contains much more iron than the latter. While it has the same ingredients as the Congress, it differs in the quantity of the articles held in solution. It occupies a distinguished rank among the tonic waters of the place.

For further particulars concerning the analysis, etc. of Congress and Empire Springs, we refer our readers to descriptive notice to be found on back of maps of Saratoga, and Niagara Falls.

The first spring tubed in Saratoga, but almost the last prepared as an article of commerce, is the

WASHINGTON SPRING.



CONGRESS SPRING AND PARK, AND COLUMBIA SPRING.

The Washington spring is in the grounds of the Clarendon Hotel. It was tubed by Gideon Putman in 1806. In the year 1856 the ground passed into the possession of

John H. White; and in 1858 he sunk a shaft eleven feet square, to the depth of thirty feet, through clay and hardpan, to the calciferous sand rock underneath. The water was found to enter from the south-west side, and accordingly a tunnel was excavated in that direction. At this point, while exploring with an iron rod, the earth suddenly gave way, and the water and gas flowed into the shaft with such force that the workmen had barely time to escape, leaving their tools behind them at the bottom of the pit. A second shaft was now excavated at the extreme end of the tunnel, and protected by a coffer-dam built with heavy timbers and plank; but on reaching a depth of twenty-eight feet, the accumulated water and gas burst in the coping and again drove off the workmen.

A third shaft was now commenced still farther to the south-east; but instead of the tubing which had been before used, a curb was formed from ten-inch plank cut into beveled segments. These were laid, one above another, so as to effectually break joints, and then spiked firmly together; which formed, when completed, a strong tube of wood ten inches thick, and twenty feet in diameter. This was continued with the excavation to the sand-rock, where two fountains were discovered issuing from the same fissure within the distance of twenty feet. The more south-western was selected as presenting the finest appearance and as the loose ground was removed, a full, gushing volume of water, one inch wide and six inches long, came rolling and boiling out of the rock, bubbling and sparkling with gas. The spring is chalybeate, and the peculiar taste of iron is perceptible. Many regard it as the most agreable beverage in Saratoga.

Near this there was formerly a fish pond containing a large number of trout.

The CRYSTAL SPRING is on South Broadway, in the vicinity of the Columbian Hotel. It was opened and tubed by C. R. Brown, the proprietor, in 1870, who also built on this site a magnificent hotel, extending to Congress Street, five stories high, with five hundred rooms and twenty-seven stairways. It was accidentally destroyed by fire in 1875.

HAWTHORN SPRING.—This was accidentally discovered in 1869 while workmen were clearing away the ground for the foundation of the Congress Hall Block, which contains the ball-room. The waters are bottled. It is a powerful cathartic, and is very conveniently located on Spring Street, next to Congress Hall. It is named after Hon. Henry H. Hathorn, the owner, who also built the magnificent hotel, Congress Hall. The spring has been re-excavated and re-tubed at an expense of fifteen thousand dollars, and it now rises for a distance of forty feet below the surface, from a fissure in the rock of one by three inches. This fissure was drilled out two and a half feet deep, and a hopper placed over the cavity. The water gushes from this at the rate of ninety gallons per hour. The amount now put up in bottles is four hundred dozen per day, which is sold for three dollars per dozen. The Hathorn is one of the most valuable springs in Saratoga. The water contains eight hundred and eighty-eight grains of solid contents in a gallon, and contains chloride of sodium, with bicarbonate of lithia.

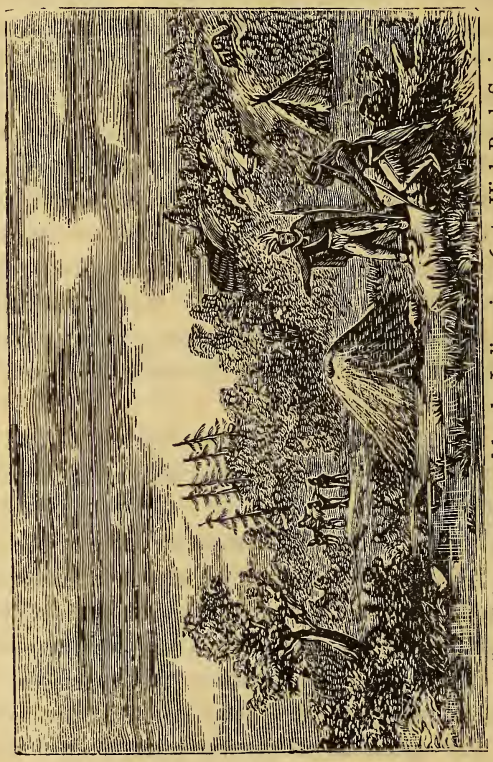
The PAVILION SPRING is located in the Pavilion Park, between Caroline Street and Lake Avenue. It was situated in a deep morass, whence it rose through an al-

luvial deposit of over forty feet in depth. It was tubed by Daniel McLaren, in 1839. A crib, fifteen feet square, made of logs firmly locked together at the corners, was placed around the spring, and the excavation then followed until the hardpan was reached. After placing the tube, it was packed in the usual manner with clay. In 1869 the spring was re-tubed, and the spring was carried down ten feet to the solid rock. Sulphate of potassa and bicarbonate of lithia, in large quantities, are only found at this spring. Great improvements were made about the grounds by Mr. William Walton, who filled them in, straightened the channel of the creek, laid out walks, planted shade-trees, and constructed suitable buildings for bottling the water. While re-tubing the Pavilion a new spring was discovered, flowing from the east: it has been secured, and its waters analysed. It is known as the United States.

HIGH ROCK.—The High Rock Spring is considered one of the most interesting among the natural curiosities of the country.

Dr. Valentine Seaman, in his description of the spring, observes, "The more we reflect upon it, the more we must be convinced of the important place this rock ought to hold among the wonderful works of nature. Had it stood on the borders of the Logo d'Agnaus, the noted Grotto del Cani, which, since the peculiar properties of carbonic acid have been known, burdens almost every book which treats upon the gas, it would never have been heard of beyond the environs of Naples, while this fountain, in its place, would have been deservedly celebrated in story, and spread upon canvas to the admiration of the world as one of the greatest curiosities."

The High Rock Spring was visited by Sir Wm. Johnson in 1767. He was then residing in Johnson Hall, in Fulton county, about 30 miles from Saratoga. It is said that he was the first white man who ever visited the



Sir William Johnson conveyed by the Indians in 1767 to High Rock Spring.

springs, and the first civilized person who used their waters medicinally. He was carried thither on a litter, by Indians, and, after a stay of a few weeks, left his bed and returned home on foot. Our illustration represents this eventful visit.

The following measurement of High Rock Spring was made in 1856:—

	FT.	IN.
At the surface of the ground the circumference is .	24	4
Diameter of aperture four inches below the top . .		12
Height of rock above the ground	3	6
Water in the rock above the ground	1	4
Depth of the spring from the top of the rock . .	10	0
From the top of the rock to the water within . .	2	2

The walls of the rock are of nearly uniform thickness throughout, In 1763 Gen. Philip Schuyler visited the spring, and remained some weeks camping out. An aged chief of the St. Regis tribe of Indians told the late Chancellor Walworth that he visited this spring when a boy, and that he was told by the Indians that the water once ran over the top; but owing, as they supposed, to some of their women bathing in it when they ought not to have done so, the water went back into the rock, and never showed itself again at the top. In 1866 Seymour Ainsworth, to whom Saratoga is indebted for many of her most tasteful buildings, and William McCaffrey, then the owners of the spring, removed the rock, and found below it a chamber two feet in diameter, and ten feet deep. Immediately beneath the rock lay the body of a tree eighteen inches in diameter, which still retained its form, and was sufficiently firm to be sawed into sections and taken out. Several feet farther down, the body of an oak eight inches in diameter was found, which had suffered but little decay. How many hundreds or thousands of years these trees must have lain there, we leave to the imagination to tell. They must certainly have fallen before the surface-rock began forming.

STAR.—The Star, formerly called the Iodine, has

been known for about half a century. It has a fine reputation. The water is largely charged with carbonic-acid gas, and is particularly valuable as a bottling water. The spring has been recently re-tubed. It contains twenty grains of iodine to a gallon of water.

SELTEZ.—The Seltzer Spring is about two rods distant from the High Rock. But, although in such close proximity, its waters are entirely different. An ingenious contrivance here exhibits the flow of the waters and its gas. It consists of a glass tube three feet in height, and fifteen inches in diameter, which is placed over the spring, and through which the clear, bubbling water gushes in a steady volume ; while, faster than the water, flow the glittering globules of carbonic-acid gas. This flow is abundant and constant; but every few minutes, as the watchful visitor will observe, there is a momentary ebullition of an extraordinary quantity, which causes the water in the tube to boil over the rim. In sunshine, the liquid presents a beautiful appearance. The character of the water is said to be almost identical with the celebrated Nassau Spring of Germany, and is claimed to be the only seltzer water in the country.

EMPIRE SPRING.—This celebrated and popular spring was taken in charge in 1846. The tube is scribed down to the surface of the rock, and is about eleven feet in length. The fountain discharges about seventy-five gallons per hour. This spring belongs to the Congress and Empire Spring Company, who last year sold thirty thousand dozen bottles of the water.

RED SPRING.—The Red Spring is a few rods beyond the Empire, and is located on Spring Avenue. Quantities of ferruginous deposits are found about it, which give

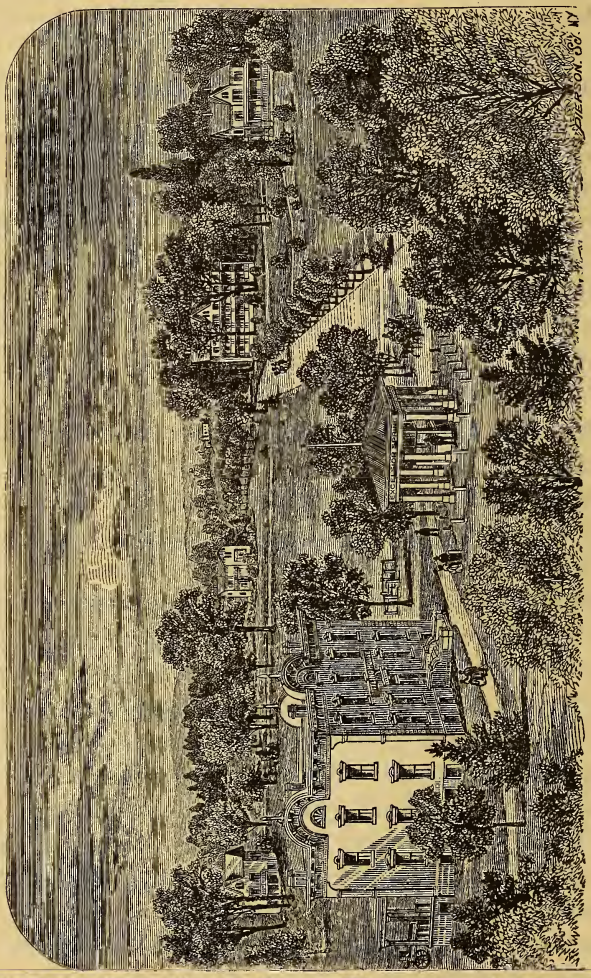
the water, when agitated, a red appearance, from which circumstance it derives its name. John A. Carpenter & Co., the proprietors, have had the spring re-tubed, and a neat pavilion and bottling-house have been erected. It is adapted to eruptive and skin diseases, salt-rheum, scrofula, &c.; and its general effect is to tone up the system, and vitalize the blood.

A SPRING.—This fountain is located a few rods from the Red Spring, and is rapidly growing in favor. Its water is quite extensively bottled for sale. Public attention was called to this spring in 1867, when the orifice was tubed down to a depth of thirty-two feet upon the solid rock; and the stream has since flowed in great purity. The Saratoga "A" water is one of the most effectual mineral springs found on either continent. The analysis shows four times the strength of Baden Baden, and three times greater than the Kissingen of Bavaria.

The EXCELSIOR SPRING is about one mile cast of the Passenger Depot at Saratoga Springs, situated in a beautiful valley, skirted on one side by a large and picturesque piece of woods, and is one of the most delightful spots to visit at Saratoga. It has been appreciated for its valuable qualities by some of the oldest visitors of Saratoga. The Excelsior is reached by passing up Spring Avenue, which has lately been graded and handsomely laid out. It is owned by A. R. Lawrence & Co. The scenery here is most romantic. The water-works and Loughberry Lake are in this vicinity. The tubing of this spring is fifty-six feet in depth,

The Geyser or Spouting Spring, is situated about a mile and a half from the village, It was discovered in 1870. Appearance of a spring in the vicinity led to

the sinking of a shaft through solid rock 140 feet deep, when the waters burst forth and spouted a considerable



View of EXCELSIOR SPRING, and a portion of EXCELSIOR PARK.

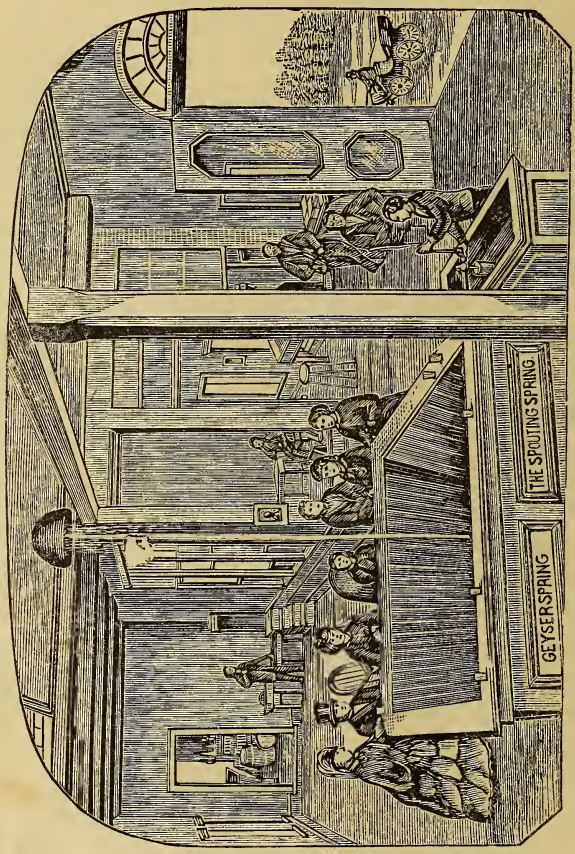
distance from the surface. The water is exceedingly cold, being only 14 degrees above the freezing point.

For many years the ELLIS SPRING (named after Robert Ellis, Esq., a highly respected citizen, and its late owner) was known; but it was of little importance when compared with the larger springs in its immediate vicinity. Finally preparations were made by Messrs. Vail & Seary, the owners of the bolt-factory, to bore for a better development of the spring. After sinking a shaft through the solid rock a hundred and thirty-two feet, they struck the mineral vein, when the water burst forth, and spouted several feet above the surface. The rock formation proved to be a stratum of slate, eighty feet thick, beneath which was a deposit of bird's-eye limestone, in which the mineral vein was struck. The tubing is block-tin pipe, two inches in diameter, incased with iron. The temperature of the spring is only fourteen degrees above the freezing point. The water is more strongly impregnated with mineral and medicinal substances than any other known.

The beautiful grounds, as well as the spring and bottling house, are open to visitors. They are privileged to drink the waters, examine the process of bottling, wander through the grounds, lounge on the seats, row on the pretty lake, take lunch under the awnings, and admire the beautiful waterfall, where the silvery stream takes a leap of twenty-five or thirty feet down into a shady dell. Twenty-seven omnibuses are daily employed, during the season, in bringing visitors from the village to the spring; and thousands of visitors have recorded their names on the register in a single season.

An artistic basin in the spring house sustains the iron pipe, and from this rises the effervescent water. An opening in the ceiling allows it full play, and here it

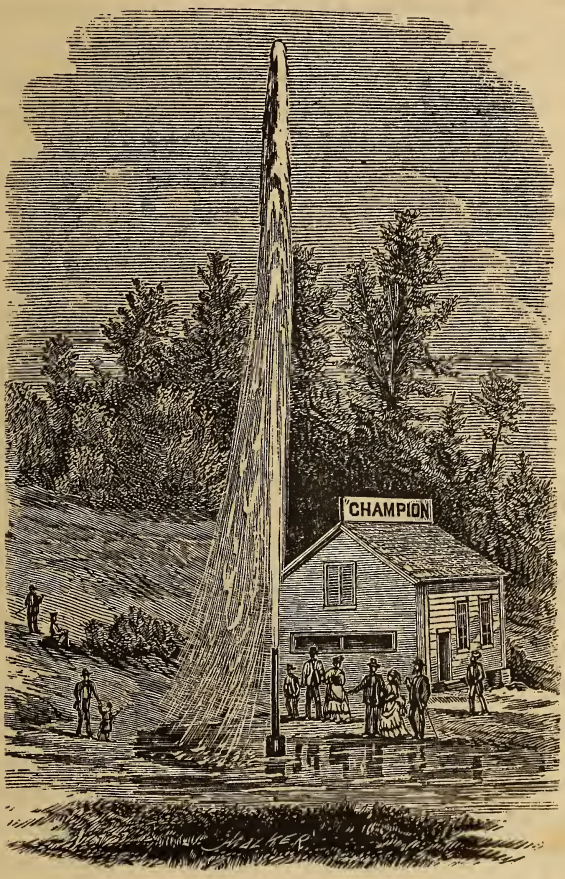
constantly rises and falls. The globe on the well-curb, through which the stream of water flows, enables one to see the thick current of gas as it rises and escapes at the



THE GEYSER, OR SPOUTING SPRING.

top. The water is put up in pint and quart bottles, also in tin-lined barrels of thirty gallons each, and is exported all over the world.

THE VICHY.—Opposite the Geyser, in the midst of the park, which embraces a beautiful lawn sloping down



THE CHAMPION SPRING.

to Geyser Lake, is the Saratoga Vichy Spring. The rock was here drilled to the depth of one hundred and eighty-two feet before water was struck, when it spouted

out to a height of thirty feet. It was opened in 1872. This is an alkaline water, while most of the springs are saline; that is, the alkaline properties—lithia, soda, magnesia overbalance the chloride of sodium, or salt, and is therefore recommended in an entirely different class of cases. It is found to be a cure for dyspepsia, and tones up the system.

In 1872 the Glacier Spring was discovered near the Geyser, and, like it, is also a spouting spring.

The Champion Spouting Spring.

Among the new features of attractions to the thousands of people who visit Saratoga, is the "Champion Spouting Spring," which is most justly considered the Wonder among the Springs of this far-famed Summer resort and watering-place. It was discovered in August, 1871, and is situated on Ballston Avenue, about one mile from the principal hotels of the village.

After a careful observation of the surface of the ground, the indications were such as to invite a deeper search, which it was hoped would reveal a hitherto unknown Fountain of Healing.

The work of boring was commenced and continued at a large expenditure of money, until the depth of 300 feet was reached, passing through slate rock, limestone and magnesian lime, beneath which was found an opening of six inches in depth, in which the *mineral water* runs, and which is believed to be the *main channel or fountain head* of all the mineral waters of Saratoga.

On reaching this cavity the water burst forth with great force, throwing a column six and one half inches in diameter to the height of twenty-five feet above the

orifice. The Spring was then carefully and securely tubed and cemented, that it might be protected against any impurity from fresh or surface water.

The tube being two inches in diameter is carried ten feet above the surface, on the top of which is attached a tapering tube with a quarter inch opening, through which the water *continually spouts* to the height of 30 to 35 feet. By removing the small tube, a column of foaming and sparkling water is permitted to escape with much greater force, being thrown into the air to the height of 80 to 100 feet, and *every afternoon at five o'clock during the summer*, a large company gathers to witness this fine display, which here resembles the Yellowstone or Iceland Geysers. In the winter the water freezes around the tube, and frequently forms a pyramid of solid and variegated ice, thirty or forty feet high, and four or five feet in diameter at the base. The engraving indicates the general appearance of the Spring, day and night throughout the year. The surroundings have been beautified, and now offer all the attractions of the older Springs.

Prof. C. F. Chandler, of the Columbia College School of Mines, one of the best analytical chemists in the country, visited this Spring shortly after its discovery, and from analysis, made from the water taken by him at the time, it exhibits a combination of medicinal qualities not found in so rich a proportion in any other Spring.

The Champion Spouting Spring water contains a *large amount of carbonic acid gas than any other Spring*, and holds the heavy and valuable minerals embraced in its composition, in perfect solution, thus rendering it impervious to the effects of age or climate.

Its remarkable cure of some of the prevailing diseases has given this Spring great favor with professional men and others, whose occupations are sedentary.

It has been found an invaluable remedy in the treatment of cutaneous diseases, scrofula of every type, liver complaint, dyspepsia, bilious complaints, acidity of the stomach, nausea, rheumatism and neuralgia. It is a most excellent preventive of fevers and bilious disorders, so common in the malarial districts of our country; and it is a well-known fact that distinguished physicians have strongly advised the use of natural mineral waters in such districts, for drinking purposes as far as possible, in place of the local fresh water. Owing to the large amount of lithia, magnesia and bi-carbonate of lime it contains, it is highly commended; also, for Bright's disease of the kidneys, and all diseases of the bladder.

These spouting springs have become a great feature in Saratoga. Tapped at vast depths, they send forth from concealed caverns columns of water and gas from twenty to sixty feet high. Ballston Avenue, eighty feet wide, has been laid out from the village to this spot. The Geyser Park, which consists of about a hundred acres, invites the visitor to rest by its numerous chairs and rustic seats, placed in shady grottos, or overlooking the landscape. The whole of this interesting region is fast becoming one of Saratoga's greatest attractions.

In addition to the above may be mentioned the Crystal, Hamilton, Putnam, Triton, Spouting, Flat Rock, Magnetic, Eureka, White Sulphur, Iron, and Diamond Springs, which are all worthy a visit, on account of their curative properties.

We have now shown the tourist, and explained to him, the nature of the wonders which annually attract such immense throngs to Saratoga, increasing as "the season" reaches its height, until the village from a regular population of about 10,000 has within its boundaries over 30,000. We now take pleasure in calling the visitor's attention to Saratoga's numerous walks, drives, etc.

One of the pleasantest walks about Saratoga is that though the beautiful CONGRESS SPRING PARK, and then around by the Indian encampment to the cemetery. Congress Park has been very much improved of late years. An artistic pavilion extends from the grand entrance to the spring, from which the water is drawn up by automatic power. Thence is a large arbor-like colonnade extending to the café, where hot coffee is served up, with other refreshments. An artificial lake, with a pagoda for the Park band, is in front, while on the side-hill are hundreds of seats for the use of the crowd who assemble nightly and daily to hear the delicious music.

Statues line the pathways, and at the extreme end of the ravine is an enclosure which is the home af a family of deer.

The CEMETERY was laid out about twenty-five years ago, and contain many beautiful mouuments. WILLOW WALK extends from the Pavilion grounds in the valley of the springs to the Empire. It is pleasantly shaded. Beyond is a beautiful path through the grove to the Excelsior Spring.

There are many drives about Saratoga ; but by far the prettiest is that extending through the magnificent Broadway, from Highland Hall, for two miles, to GLEN

MITCHELL. The most fashionable drive is to the lake. Immense sums have been expended to straighten and widen the road, which is now a hundred feet wide, and is divided ni the centre by a row of shade-trees; carriages go up one side, and down the other. In the summer it is kept sprinkled, to lay the dust, and is lined with the carriages of the summer-resident.

SARATOGA LAKE was called by the Indians "Kayaderoga." It is eight miles long, and two and a half miles broad. It is an expansion of Kayaderosseras Creek, which enters from its western shore. Passing out of the lake, the water takes the name of Fish Creek, which, after supplying a water-power to Victory Mills, unites with the Hudson at Schuylerville, On an eminence on the western shore is Carey B. Moon's celebrated Lake House. Game breakfasts and dinners are here served up in most approved style. Person fond of boating, fishing, or sailing can here enjoy their favorite pastime, as bait-fish and boats are always in waiting at the wharf.

The peculiar fitness of Saratoga Lake for boat-racing has long been recognized by American oarsmen. Easy of access, ample in dimensions, removed from the temptations common to large cities, and lacking the currents and eddies which, on other courses, are found so perplexing to strangers, it is a spot which combines a healthful location for training, and satisfactory water for racing purposes. Hence it has been frequently selected for important matches, and here have occurred many of the most noteworthy contests in the aquatic annals of the country.

Attention was first drawn to the lake by its being chosen, in 1871, as the scene of the first international

regatta ever seen in this country, when the Ward Brothers of Cornwall-on-the-Hudson, in a four-oared race, defeated two English crews, which included the finest professional oarsmen to be found in Great Britain.

During the height of the season, the hotel arrivals frequently number 1,000 daily.

Life in Saratoga is two-fold—Home, and Hotel. The former is enjoyed by the residents of the village, whose refined and elegant homes are not to be excelled in any city of the United States. Hotel or fashionable life is ephemeral in its nature, and, like the beauteous butterfly, its duration is but for a short season. In those few brief months, wealth, beauty, fashion, and other ingredients not so desirable, intermingle, and amid the gay whirl and excitement of the ball-room at nights, visits to the Spring in ths morning, and promenades or drives in the afternoon, is found the daily programme of the pleasure-seekers. Among the other outside diversions are visits to the Indian camp, to the battle-grounds of Saratoga and Stillwater, which are also pleasant features. Willing, though we may be to linger amidst these pleasant scenes we are compelled to continue our journey. But before returning to Albany we would, for the benefit of those who purpose visiting Lake George and its surroundings, say that at a distance of 16 miles beyond Saratoga is Fort Edward Station, where a branch line runs up to the picturesque village of Glen Falls. From which the tourist can continue his journey to Lake George, thirty- six miles in length with an elevation of three hundred and twenty feet above the sea, dotted over with verdant islands, and lined with elegant villas, and affording some of the most beautiful and romantic

scenery imaginable. This charming, peaceful locality was the scene of many thrilling events during the early Indians wars, and the war of the revolution ; and at either end is situated Ticonderoga and Fort William Henry.

FORT EDWARD.—SANDY HILL.—GLEN'S FALLS.

LEAVING Saratoga for the north, the first station reached is Gansevoort, named so after Col. Peter Gansevoort of Albany, who in the Revolutionary War distinguished himself by his gallant defence of Fort Oriskany, and who resided here when the war was over. The village stands upon the Snookkill. It is situated in the town named after the French General Moreau.

FORT EDWARD.—The first mention of Fort Edward in history appears in 1690. In July of this year, Gen. Fitz John Winthrop, in command of seven hundred troops, set forward from Albany for the conquest of Canada. They reached this, the Great Carrying Place, on the 5th of August, the soldiers having marched up with their provisions and horses, the Dutch militia coming up the river in their canoes. The next day they marched twelve miles through a continuous swamp, abounding in white pine, to the falls on Wood Creek (Fort Ann), carrying their provisions and canoes upon their backs. On the 7th the general passed down the creek with the soldiers in their bark canoes, flanked by the Indians, to the Hautkill (Whitehall), where he encamped.

SANDY HILL.—Two miles from Fort Edward, on the route to Lake George, is Sandy Hill. This is a village of about twenty-five hundred inhabitants. It is situated on

elevated ground, and has a handsome public square, filled with shade-trees. Baker's Falls presents a beautiful view. Across the Hudson, above the falls, is a dam twelve hundred feet long, which gives additional power for mills and machinery. The town was the scene of nnmerous adventures during the French and Revolutionary Wars.

GLEN FALLS.—This beautiful town contains a population of between seven and eight thousand. It is at the termination of a branch of the Rensselaer & Saratoga Railroad. Passengers for Lake George here take coaches and traverse a fine plank-road, nine miles in length, to Caldwell. The place is situated upon the celebrated falls of the same name. Their descent has been ascertained by measurement, to be sixty-three feet. The water of the Hudson flows in one sheet over a single dam at the brink of the precipice, but is immediately divided into three channels. Here it takes a succession of leaps over the ragged rocks, amid which it boils, foams, spurts, and thunders, till, passing under the bridge, and through an angular length of seven hundred or eight hundred feet, it emerges into smooth water. On the island, which is formed of black marble, is a long cave, extending from one channel to the other. This is known as Cooper's Cave, from the fact that a thrilling scene in Fenimore Cooper's "Last of the Mohicans," is laid here. On the walls are inscribed the names of former visitors. The rock at some seasons are entirely bare, and at others are covered with water. They are checkered with small indentations, and in many places considerable chasms are formed, by pebbles kept in motion by the falling water.

The celebrated Glen's Falls black marble is here quar-

ried, sawed, and polished for market. Enormous quantities of the limestone are excavated for the purpose of being converted into jointa lime. Along the banks on each side are the finest saw-mills on the continent,—whose hundreds of saws are under a single roof,—which run by night and by day, converting a steady stream of logs into lumber, laying the whole North Woods under contribution, and affording employment to hundreds of operatives. Below are huge paper and flouring mills. Two miles above the falls is the State dam, a new and costly structure, which is also the head of the Glens Falls feeder. At this place are extensive saw-mills. Beyond and above this is the big boom, built and maintained at a cost of thousands of dollars, and which is capable of holding a million logs. No tourist who can spare the time should omit taking the delightful drive.

From here to FortEdward, is a distance of six miles, where may be witnessed a succession of waterfalls, equal, in the aggregate, to one hundred and thirty feet. A population of fifteen thousand dwells upon its banks. A canal, railroads, and telegraph furnish the modern appliances for ready business ; schools, academies, and churches abound, and sumptuous private residences attest the wealth of the people. Here is located the well-known Glen Falls Insurance Company, one of the best managed institutions in the country.

Spacious stores invite custom for an area of many miles. The village is lit by gas ; and water is, at great expense, brought for five miles from the Luzerne Mountain.

The Rockwell House, kept by LeRoy Rockwell, has been rebuilt on the site of a former hotel, and has accommodation for one hundred people, and it will afford a

grateful summer retreat to those tired denizens of the city who seek the charms of a country village.

LAKE GEORGE.

THE route from Glen Falls to Lake George is by stage, over a fine plank road, and passes through most beautiful scenery. Below Brown's Half Way House was a stockade fort, built by Major West, with two moats and a bastion. A mile beyond was an intrenchment built by Col. Foster in the same campaign. These were intended to protect the passage of supplies from the incursions of the Indians and French.

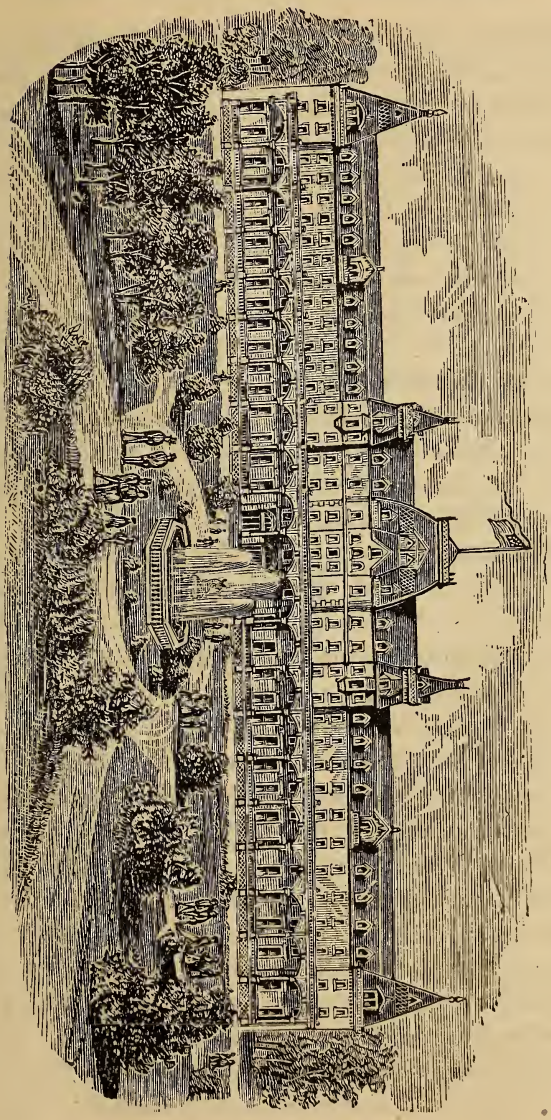
July 30, 1858, a train of fifty-four wagons, loaded with commissary stores, and guarded by a lieutenant and forty men, was leisurely proceeding to Lake George, accompanied by settlers, traders, women, and chidren. They were attacked by La Corne, commanding a body of four hundred French and Indians, who pillaged and burnt the wagons, secured a hundred and ten scalps, and took eighty-four prisoners.

Just beyond the toll-gate is the monument erected to the memory of Col. Ephraim Williams, by the graduates of Williams College, of which institution he was the founder. Col. Williams was killed at the battle of Lake George, which occurred in 1755. Farther on we come to Bloody Pond, so named because the waters of Rocky Brook, its outlet, were, at the above-named time, crimsoned with the blood of the wounded and dead upon its banks. A mile beyond this we obtain a surpassingly beautiful view of the lake, and, descending the hill, we soon arrive at the village of Caldwell.

Lake George, called by the French "Lac St. Sacrament," was discovered by Father Jacques, who passed through it in 1645, on his way to the Iroquois Nation, by whom he was afterward tortured and burned. It is thirty-six miles long by three miles broad. Its elevation is two hundred and forty-three feet above the sea. The waters are of remarkable transparency; romantic islands dot its surface, and elegant villas are erected upon its shores. It is one of the finest sheets of water in the world.

But not the unrivalled scenery, nor the pellucid water, nor the ceaseless play of light and shade upon the rock-bound islands and mountains, can for a moment equal the intense absorbing interest excited by the historic legends of this memorable locality. They are interwoven with much of the early history of our Continent, and reach back to the time when truth vanishes into tradition.

Near the ruins of Fort William Henry stands the Fort William Henry Hotel, a spacious and beautiful house containing accommodation for over 1,000 guests; the grounds are laid out with great elegance, and a fine view of the southern end of the lake is obtained therefrom. A broad promenade, said to be the finest on the continent, runs the whole length of the house, and the interior is fitted up regardless of expense. The furniture, and all the appurtenances are of the finest description, and every convenience or luxury is here supplied. The Hotel is owned by Messrs. T. Roessle & Son, whose names are familiar with the traveling public, not only in connection with this house but also with the Delavan House, Albany, for 20 years, and the Arlington, at



FORT WILLIAM HENRY HOTEL.

Washington, D. C. All fruits and vegetables are supplied from Mr. T. Roessle's farm near Albany. Directly in front of the portico of the Hotel is an elegant Pagoda, where a fine band sends forth sweet strains to welcome the arrival of the boats, and also enlivens the dinner-hour. From the Battery on the Fortification is given the number of arrivals by each steamer. Our limited space will only permit us to mention briefly the many extensive improvements that have been made this season at this most delightful of summer houses, which a recent visit disclosed to us.

Upon entering the hotel we were conducted through all the various departments, 400 in number, each of which had been thorougly overhauled, newly painted and papered, the walls whitened and ceilings newly frescoed with designs which really may be termed works of Art, and we have seen none that can compare with them as regards beauty, style and finish anywhere. Upon enquiry we found that Messrs. Rossell & Son had, at an enormous expense, brought from Washington, D.C., a well-known artist, Mr. H. Mattie, who has become celebrated for this work. This talented artist is also the painter of the decorations so much admired at the famous Arlington Hotel, Washington, D.C., and at the Green Briar, White Sulphur Springs Hotel of West Virginia. In passing along the various halls, we were shown through many of the large airy chambers, which we found had been newly cleaned, painted, papered and furnished with new furniture of the latest design, and newly carpeted with fine new Brussel's carpets. Among the most important improvements which have been made, and one especially worthy of mention, is the new

Otis elevator, which Messrs. T. Roessle & Son have erected at an enormous expense, with a view of adding to the comforts of their guests. While the interior of the house has been extensively improved, guests will find the exterior has not been left unnoticed, as all the various walks and drives have received attention, having been newly graveled, &c. ; new docks have been made at the head of the lake where the steamers land, and pleasure parties embark when they go for a sail upon this lovely sheet of water. We might write volumes about Lake George and the Fort William Hotel, but we prefer to let the tourist go there and judge for themselves, whether or not there is a fascination about this charming spot which seems to draw its former patrons as well as many new ones irresistibly back to enjoy its comforts each succeeding season. In connection with the Hotel are ten-pin alleys, shooting galleries, croquet, billiards, &c. The ruins of Fort George lie to the east of the Hotel. All that now remains of this "relic of heroic deeds" is the ruins of the rectangular citadel that stood within the fortifications. A walk leads from the Hotel, around the foot of Rattlesnake Hill and upward to its summit, from whence a fine view can be obtained. A fine livery is kept for the purpose of enjoying the many delightful drives in the vicinity, and specially-constructed conveyances have been secured for the purpose of ascending to Prospect Mountain House. The view from this point is unsurpassed. Within view are five lakes, with Champlain over 100 miles distant, the Green Mountains, the Adirondacks, the Catskills, the Hudson river, with the Crane Mountains to the south-west. A fine view of

Lake George, with its numerous islands, bays, hotels and villas, is also obtained. General Sherman during his visit to Fort William Henry and Lake George, pronounced it the finest watering-place in the world.

BURLINGTON, (Vt.)

LIES on the east shore of Burlington Bay, and occupies a gentle declivity descending toward the west, terminated by the lake, which up to this point quite narrow, here expands into a fine sheet of water, nearly if not quite ten miles wide from the Vermont to the New York shore. Standing on the east declivity, say a mile from the lake and some 280 feet above its level, and looking on either hand you behold the most perfect picture of noble and varied natural scenery to be found in America, and equalled in Europe, if it be equalled, only by the view of Lake Geneva, looking forth from Lausanne. Below you are the glittering waters of Champlain, broken here and there by lovely islands that lift their green heads above the waves at various points in this ten miles of lake, that stretches out between these "shining shores." Before you are the Adirondack Mountains of New York, "all gleaming in purple and gold;" behind you are the Green Mountains of Vermont, clad in garments of equal yet different glory. On your left is Shelburne Bay with its curving coasts. On your right hand, your pleased eye follows the bending shore as it sweeps in faultless lines to Rock Point. At Burlington, the tourist, who wishes to take in the exquisite scenery of the beautiful Champlain with its sinuous bays and breezy headlands (a more particular description of which will be found further on), will take one of the fine steamers of the Champlain Transportation Co.

The drives are delightful in all directions leading out of Burlington. Mallett's Bay, a beautiful sheet of water full of excellent fish, is only six miles distant and is reached by a road that gives you a general view of the Winooski River flowing through a stretch of charming country; while the drive along the lake shore in Shelburne is equally attractive. Strangers should not fail to drive through the elegant grounds of Col. De Grand B. Cannon, as from this commanding eminence can be gained the most perfect outlook in the city.

Among the other points of interest is Green Mount Cemetery, where lies buried Ethan Allen, "The Hero of Ti—," whose grave is marked with a handsome monument. Lake View Cemetery "Rock Point;" the beautiful residence of the late Bishop Hopkins, of the Episcopal Church, and the "High Bridge" on the Winooski, are also well worthy a visit, as all these points are approached by pleasant drives.

Queen City Park and Pic-nic Grounds.

This delightful spot is situated on the shores of the beautiful Shelburne Bay, about two miles from Burlington, on the Rutland division of the Central Vermont Railroad. The entrance to the Park is alongside the main line of the Rutland road, where a platform 516 feet in length by 12 in width is built, for the accommodation of the train-loads of pleasure-seekers who crowd to this delightful place. Inside the entrance diverging paths take one by circuitous or direct routes to the centre of the grove, which is a *plateau* about seventy-five feet above, and directly overlooking Shelburne Bay and Harbor. In the centre of the *plateau*, an open space of about four acres, are numerous Croquet grounds, with

croquet-sets *free* for use of excursionists. At the rear of the base-ball ground is a handsome pavilion, 50 x 30; and adjoining this a neat kitchen and store-room, 40 x 20. The kitchen is supplied with every thing requisite in the way of cooking utensils, for the free use of parties occupying the ground. Tables are provided for the pavilion, where lunches and dinners can be served. For the convenience of the kitchen, water is forced from the lake by an hydraulic ram. Ice-water in ample quantities is supplied to all. The pavilion also affords an excellent opportunity for "tripping the light fantastic." The view from the pavilion is one of unequalled beauty and grandeur. At the foot of the bluff on which the pavilion stands is the beautiful land-locked bay, with scarcely a ripple on its glistening surface; while beyond, past Shelburne Point, can be seen the white-capped waves of the broad Lake Champlain. Across the bay are the shipyard and Shelburne harbor; and back of these, and seemingly close at hand, stretching away on either side, the rugged peaks of the majestic Adirondacks tower toward the sky; while on the opposite side of the plateau the Camel's Hump and Mount Mansfield, the pride of Vermont, rear their lofty heads, the whole forming a view which cannot be excelled. Close by the pavilion is a handsome band-stand, eighteen feet in diameter, and provided with chairs.

Shadowing the pavilion, and extending out toward the point of the bluff, is a large grove, so thoroughly shaded by the thick tree-tops that scarcely a bit of sky can be seen above them. In this grove are a large number of rustic seats, "just large enough for two;" also tables surrounded by seats for a family-circle. Here are

also a large number of rope and patent box swings. The undergrowth in this grove has been all cleared off, and the ground swept as clean as the tidy housewife's kitchen floor. In the open circle a fountain supplied by water, forced by a steam-engine from the shore of the bay, showers its cool, refreshing drops, which the sunlight transforms into beautiful rainbow colors.

From the plateau a number of paths descend to the sandy beach, a most important feature of the grounds. This beach is over a mile in length, and thirty feet in width, and, being perfectly dry, affords a delightful promenade.

At one end of the beach is a fine bathing-house with ample accommodation. The bottom of the lake here is smooth, hard sand, entirely free from stone ; and, the water being shallow,—not exceeding five feet in depth at five hundred feet from the shore—the place is well adapted to this pleasant and exhilarating exercise. Bathing-suits can be had at the bathing-house from a reliable person in charge.

The lake view is said by artists to present, to the eye gazing toward the lake, one of the finest views in Vermont.

Boating, being a most important and prominent feature of picnics and excursions has been fully recognized ; and the steamboat companies of Burlington have made liberal arrangements for those desiring boats, the list including row and sail boats, yachts and small steam-tugs, which will be let at a nominal sum per hour. A fine dock, a hundred feet long by ten feet in width, is completed for the accommodation of the large boats and tugs.

Arrangements have been made, under the supervision of D. C. Linsley, Esq., with different steamboat companies, for a ride down the "Point" on the "Herald," or "the Mariquita," from the dock to Central Wharf, Burlington, for fifteen cents each way, tickets for which can be obtained at an office on the picnic grounds. The steamer "Julia" can be chartered by parties at very reasonable rates to make such trips as they may desire.

A number of new croquet grounds have been laid out in the shade. A Telegraph Office has been built on the park, with wires direct to all points, and an operator in attendance. An Ice-house, filled during the past winter, insures cool, refreshing water.

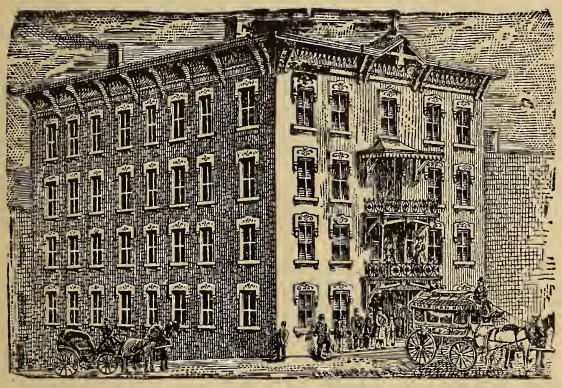
The managers of the Central Vermont Railroad run special trains during the summer both for Sabbath schools and the general public, each excursion being distinct; those for the Sunday-schools being exclusively for Sunday-school scholars, teachers, and friends. These trains are run so as to accommodate all, and are managed with that care which forms a prominent characteristic of the road.

ST. ALBANS.

THE American House is situated in the pleasant village of St. Albans, on the Central Vermont Railroad. It is a very cheerful, agreeable and comfortable House, admirably arranged for families, with suites of room of two or more. The location offers all the benefits of the Mountain air, combined with the cool and refreshing winds from Lake Champlain. The panoramic views from St. Albans are among the finest in the Green Mountains. Aldis Hill, one-half mile from the American House; the summit of Bellevue, accessible

by an easy carriage road, is within two miles of the Hotel, commanding on the east a view of Mounts Mansfield and Jay; on the west, a magnificent view of the Adirondacks, mountains, hills and plains, adorned with lovely farms and villages; also a fine view of Lake Champlain, broken with islands. In addition to the above are the wonderful mineral waters of Missisquoi, Sheldon, Highgate and Alburgh Springs.

We would also here call the attention of tourists going through to Montreal, to the Franklin House and Cot-



AMERICAN HOUSE, ST. ALBANS.—S. I. STROUD, PROPRIETOR.

tages, at Highgate Springs, in Franklin county, in the north-west corner of Vermont, 12 miles north of St. Albans,

WHERE FISHING, DUCK SHOOTING, BOATING, AND YACHTING ARE FOUND.

About ten minutes walk westerly from the Franklin House are a wharf, warehouse and steamboat dock, on what is called Missisquoi Bay, a part of Lake Champlain,

and quite a lake of itself, being eight or ten miles across, and some forty miles around. Plenty of row-boats are kept here for guests and visitors. In the waters of this Bay is the best pickerel, pike and black bass fishing to be found anywhere, and as fine duck shooting as can be desired.

We now return to Albany, whence we diverged, and proceed to take our tourists to Montreal by the round-about, but interesting route, *via* Niagara.

ALBANY.

ALBANY is the capital of the State of New York, and was first setled in 1612 and became the State capital in 1798. Great taste has been displayed in the construction of its public and private buildings. Among these may be noted the NEW CAPITOL, located just in the rear of the old Capitol; and its grounds include the site of the old building, and the old Capitol park.

The Capitol has a frontage of three hundred feet. The style of the building is Renaissance, being the same as that of the Pavilion of the new Louvre, or the Hotel de Ville in Paris. Without any servile imitation, the architects have produced a result which, in its bold, effective spirit, marks the most advanced example of modern architecture.

It was built upon a foundation of concrete, extending under the whole building, and to a depth of from three to twenty-five feet. The treacherous nature of the soil made the cost of the foundation very expensive.

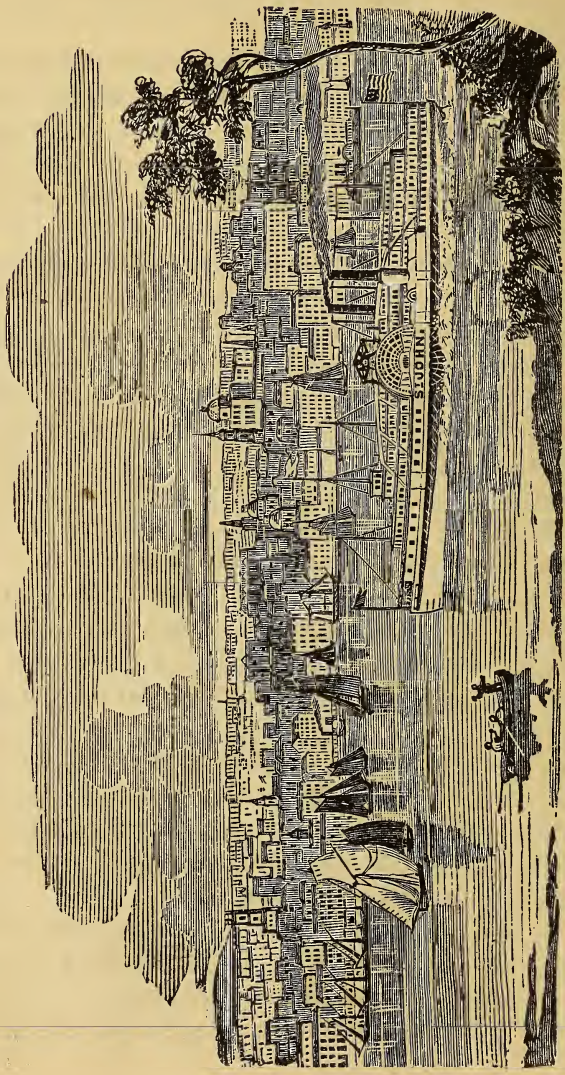
The outside walls are of Maine granite; and the inner walls and courts of New-Hampshire granite, which is of a lighter shade than the former. The structure will be

fire-proof, and covers three and one-half acres of ground.

Approaching the building by the front entrance, the main hall, sixty by seventy-four feet, is reached: from this extending to the upper floors, are two grand sandstone staircases, one of which is completed. At the left of the entrance are the offices of the Governor and Adjutant-General; at the right, the offices of the Secretary of Appeal room, which, with its oaken ceiling supported by granite columns, reminds one of Westminster Hall. On the floor above, the State Library, occupying a room two hundred and eighty-three feet long by fifty-four feet deep. The Assembly Chamber, a room one hundred and forty feet long by eighty-five wide. The ceiling is on solid sandstone, supported by four massive columns of polished Connecticut granite. High up at each end are frescoes executed bythe artist Hunt, at a great cost, and said to be very fine works of art.

The Senate Chamber is also on this floor, and is a room fifty eight feet square, with galleries on two sides. The ceiling is of carved oak. The building of the new Capitol has called forth criticism from all sides, both in favor, of and against the style and expenditure involved; but, as the work approaches completion, it is generally conceded that good judgment has been used, and that the Empire State will have a Capitol building that will be commensurate with its own importance.

THE DUDLEY OBSERVATORY, founded by Mrs. Blandina Dudley, who gave ninety thousand dollars for its construction and endowment, was incorporated in 1852. It is situated on an eminence in the northern border of the city, and is supplied with some of the largest and



CITY OF ALBANY, N. Y.

finest instruments ever invented. Exact time is furnished every day to all parts of the State.

Water is supplied to the city from Rensselaer Lake, five miles out, which is two hundred and twenty-five feet above tide-water. Spanning the river are two magnificent railroad-bridges, each over one-half mile in length. The superstructures are of iron, upon which are laid double tracks.

The PARK is a charming place of resort. It contains forty-five acres, has a miniature lake, tasteful bridges, parterres, buildings, walks, and shaded drives. It was laid out according to designs furnished by Olmstead and Taux. It is soon to be embellished with a fountain, at a cost of twenty thousand dollars, the gift of the late Col. Henry L. King.

The PROTESTANT EPISCOPAL CATHEDRAL of All Saints is upon Elk Street, and is designed to be the bishop's church, as well as the head of church-work in the diocese of Albany. Connected with it is St. Agnes Boarding and Day School for girls, a very picturesque building in Old English style. It is a prosperous institution, with two hundred and ten scholars, and twenty-five teachers.

Adjacent to these two will be found the Child's Hospital, which contains forty patients admitted free. It is supported entirely by benevolence, under the care of the sisterhood of the diocese, and is managed by a committee of ladies, with the bishop as president.

The UNIVERSITY OF ALBANY has attached to it a Law School and a Medical College, both of which are well equipped for teaching these sciences.

In addition to the foregoing may be mentioned the

following churches and public buildings as worthy a visit from the tourist : the Cathedral (Catholic), St. Joseph's (Catholic) Church, St. Peter's (Episcopal) Church, Tabernacle Baptist Church, State Hall, Geological Hall, State Library, City Hall, and other buildings well worthy of notice. The new State Capitol is a magnificent structure ; the view from it is very fine, as the whole of the city, and a large tract of the surrounding country can be seen from this eminence. Those of our travelers who wish to take things easily will find themselves very comfortably put up at either of its celebrated hotels, which have earned for themselves a world wide reputation for being among the best managed houses in the State. These are the well-known Delavan and the new and complete Kenmore, of which Adam Blake is the considerate host. Tourists can then take the train on the New York Central Railway, for Utica, *en route* to

TRENTON FALLS.

AS these Falls lie only about seventeen miles off the line of railway, with a branch railroad running up to them, they ought not to be passed without a visit. We will, therefore, take our seats in the cars at Albany, by the morning train, change at Utica, and there take the well equipped train of the UTICA and BLACK RIVER RAILWAY which connects with this train, and brings us to the Trenton Falls Station a little after noon. The river forming the Trenton Falls is called the West Canada Creek, but as this name is not euphonious, the Falls have been named after the town or parish in which they are situated. There is no one special cataract at Trenton which in itself is pre-eminently grand or beautiful. It is more

the position, form and rapidity of the river which give the charm, and make it considered by many as one of the most picturesque and lovely spots on the continent. The stream descends 123 feet in two miles by a series of falls of great beauty. As the usual passage for tourists is along the bed of the river itself, it can be understood that to see these falls aright there must not be too much water. The end of July, or the commencement of August, is the time to see them in their beauty. In order to justify their name, there are two actual waterfalls here, which are within a few hours' journey from Niagara, and seen after that mightiest of all cataracts, would appear as trifles, but when taken on one's way to the Falls, and viewed in connection with the surrounding scenery, are well worthy of the visit we propose to make. The banks of the river are thickly wooded on each side, with broken clefts here and there, through which the colors of the foliage show themselves, and straggling boughs and rough roots break through the high rocks, and add to the wildness and charm of the scene.

The tourist should not leave without visiting the "Lover's Walk," a beautiful avenue of hemlocks, near the hotel. Bridal parties who go to Niagara, generally make Trenton one of the stopping-places on their wedding tour. Could these fine old trees, which line the walk, speak forth and proclaim the scenes which have been witnessed beneath their shade the tale would recall to many a personal and pleasing experience. The shadowy walk is certainly well adapted to the tender mood in which lovers are so prone to indulge.

A comfortable hotel is situated in the village, where

travellers can get all their wants supplied, and then take the cars back to Utica, where they can again join the New York Central line, and proceed *via* Rome, Syracuse, Rochester and Lockport, on their way to Niagara. As we presume that this journey will be made without any stoppages, we shall omit all these places, and merely say that they are the ordinary specimens of American towns and cities having broad streets, avenues of trees, large stores, and excellent houses with an air of prosperity about the whole of them.

THE NEW YORK LAKE ERIE AND WESTERN RAILWAY:

THE TOURIST'S POPULAR ROUTE TO NIAGARA FALLS, etc.

To all those who desire to travel from New York to Elmira, Watkin's Glen, Seneca Lake, Buffalo or Niagara Falls, *via* the ever popular New York, Lake Erie and Western Railway, *whose entire equipment is not surpassed by any line of travel in the world*, we can in truth recommend this route as a very desirable one, both for the elegant and sumptuous Drawing-room and Sleeping coaches, with which it is well provided, as well as the grand and picturesque scenery through which the New York, Lake Erie & Western Railway passes. The above railway is one of the greatest triumphs of engineering skill in this or any other country, and affords some of the grandest and most varied scenery to be found in America. Previous to its construction, portions of the line were considered impassable to any other than a *winged creature*, yet mountains were scaled or pierced, and river canons passed, by blasting a path from the face of stupendous precipices; gorges of fear-

ful depth were spanned by bridges swung into the air, and broad, deep valleys crossed by massive viaducts. This *favorite line* was begun in 1836 and completed in 1851, and has cost to date upward of $60,000,000. Splendid Palace, Drawing-room and Sleeping cars are attached to all the through trains east or west. Many of the attractive points of interest to be seen along the line of the New York, Lake Erie and Western Railway are each of sufficient beauty to repay the tourist for the journey over the whole line. The beautiful valley of the Delaware, the gorgeous Susquehanna, and the wonderful and charming Wyoming valley, all present a picture to the tourist of unrivalled interest. *Portage*, on the direct line to Buffalo and Niagara Falls, is celebrated for its Wooden Trestle Bridge, the largest structure of the kind in the world, being 800 feet long by 234 feet in height, sustained by 13 stone piers spanning the Genesee River. Its cost was over $175,000. Some conception of its magnitude may be formed when it is known that in its construction 1,600,000 feet of timber, and 106,820 lbs. of iron were used, and the design and architecture are such, that, while undergoing repairs, any portion of it may be removed, without weakening the structure or retarding or interfering with the progress of trains.

It is here also that the Genesee River enters a grand rocky defile, presenting, as far as the eye can reach, a succession of wild and varied scenery. The Upper Falls —just below the Bridge—have a descent of 68 feet, making the distance from the top of the Bridge to the bottom of the Falls 302 feet. At the Middle Falls one quarter of a mile beyond—the water dashes in an unbroken sheet into a chasm 110 feet in depth, bounded

on either side by perpendicular ledges. The action of the water has formed a hollow in the rock known as the Devil's Oven. The Lower Falls are a mile and a half from the Bridge, and it is here the scenery is most sublime. At this point the river, after a precipitous course of nearly one-fourth of a mile, descends 20 feet, and striking the base of Sugar Loaf Rock, which rises 100 feet from the bed of the river, turns at a right angle and falls into a deep pool. The rapidity of the water at this point, and the great height of the rocky bluffs which skirt the river, lend enchantment to the scene.

To quote from an eminent author: "If the Portage or Genesee Falls were in Yosemite Valley, or among the Alps, instead of twelve hours from New York, they would be visited and painted, and photographed, and written of a great deal more."

At Portage Bridge there is a fine hotel, capacious, and furnished throughout in modern style.

At Elmira, 273 miles west from New York, passengers for Watkin's Glen and Seneca Lake, will change cars, where they will find the finely equipped trains of the Northern Central Railway in readinesss to convey them to Watkin's, only 22 miles distant.

Watkin's Glen is situated about half a mile from the head of the beautiful Seneca Lake, in the county of Schuyler, in the midst of beautiful scenery. The lake close to which it is situated is one of the most beautiful sheets of water in America or in the world. It is forty miles in length, and has an average width of two miles. At the lower or northern end the shores recede gradually from the water, and the country on all sides seems a garden dotted everywhere with fine buildings,

and presenting all the appearance of wealth. At the upper or southern end the banks are less gradual in their incline, and in a few places wooded cliffs rise directly from the water. The lake presents, in fact, almost every variety of scenery. Steamboats ply at frequent intervals, landing at many places on the shores, and at the different stopping-places, boats and every facility for fishing may be had.

The glen, which for the last few years has been resorted to by great numbers of visitors, is about half a mile from the steamboat landing and the railway station. It is a deep and rocky ravine between two hills which are clothed with foliage, the tops of the trees frequently meeting at the top of the deep gorge. A small stream runs through it, forming frequent waterfalls, and adding a great charm to the place. The length of the glen is about two miles, and everywhere good paths and secure railings have been arranged so that one may visit every part without danger. The different points worthy of note are as follows: Passing the entrance amphitheatre and ascending the first stairs, we see the *Entrance Cascade*, 60 ft. in height. From the first bridge, called *Sentry Bridge*, we have a view eastward over the wide valley at the head of the lake and of the wooded heights beyond; and westward, up the glen, of the high cliffs which bound it at the sides. Passing along a path overlooking *Stillwater Gorge*, we soon see the *Minnehaha Cascade*. This part of the gorge is called *Glen Alpha*. We now cross and recross the gorge, pass the *Labyrinth* and ascend the *Long Staircase*, 50 feet high, and see before us *Cavern Cascade*, with a fall of 40 feet. One may enter the

Grotto behind the cascade. Pursuing our way we enter at the head of the *Long Staircase*, *Glen Obscura*, and follow the path to Point Look Off. From this spot we look back into *Glen Alpha*, and above, in the opposite direction, we see the Glen Mountain House, 100 ft. above us. The hotel has two buildings; one occupied for sleeping apartments, parlours, &c., and the other, across the glen, used as a dining-room. The two are connected by a handsome suspension bridge. Close to the hotel is the *Art Gallery* (entrance fee, 25 cents), passing which we soon see the *Mystic Gorge* of Glen Obscura. We now descend to the bridge which crosses the *Sylvan Rapids* and enter *Glen Cathedral*, the rocky sides of which are 300 ft. high. The length of this glen is 300 yards. In the centre is the beautiful *Pool of the Nymphs*. In what is called the *Chancel* is *Central Cascade*, falling 50 ft. into a deep pool. Mounting the grand staircase we enter the *Glen of the Pools*. The scenery of this part of the glen is very beautiful, the view from the bridge, crossed soon after entering the Glen of the Pools, has received the appellation of *Matchless Scene*. We soon enter the Giant's Gorge and see *Triple Cascade* and *Rainbow Falls*, the former being made by the falling of the brook from *Glen Difficulty*, the other by a small stream from the south falling over the rocks into the glen. We ascend *Platform Stairs* and enter Glen Difficulty, pass *Shadow Gorge*, cross another bridge, and, traversing the *Narrow Path* to the end of *Glen Difficulty*, see *Pluto Falls*. Another stairs leads to *Glen Arcadia*, which is crossed to Arcadian Falls. There are other glens and waterfalls above this point easily visited, but of no especial interest.

The beauties of this remarkable gorge and of the surrounding region have been much discussed during the last few years, and great numbers of summer visitors throng the excellent hotels in the vicinity.

Grace Greenwood says of the Glen: "It is a marvellous rift in the mountain, which it seems must have been made by some stupendous earthquake shock. It suggests Vaucluse in the pellucid clearness and sparkle of the water. It faintly suggests the sombre, magnificent Pass of the Finstermunz, in the Tyrol, but is infinitely brighter and more varied. It suggests Trenton Falls, but is wilder and deeper. Most of all, it suggests Bash-Bish, in old Berkshire,—is indeed very like it, but is yet more picturesque and perilous."

Bayard Taylor says of it: "In all my travels I have never met with scenery more beautiful and romantic than that embraced in this wonderful glen; and the most remarkable thing of all is, that so much magnificence and grandeur should be found in a region where there are no ranges of mountains."

The Glen is one of nature's reservoirs of eternal coolness. In its shadowy recesses, beside its emerald waters, you forget even the fierce heat of July and August, hundreds of feet above you. But it is seen in its utmost beauty in October, when the wild gorge, with its wonderful variety of delicate foliage, is trimmed with the most gorgeous colors.

HAVANA GLEN.

HAVANA Glen is located near the People's College Building, (now known as the Cook Academy,) in the eastern part of the village of Havana, one mile east of the Northern Central depot, and three and a half miles

from Watkin's Glen. Its course is nearly east and west, the ascent being towards the east, as it is on that side of the valley. It differs very materially from the Watkin's Glen in the details of its scenery, and yet, in generalities, is almost a counterpart of its scenic sister on the west side of Seneca valley.

In approaching it you pass through a vast and beautiful amphitheatre of thirty or forty acres, filled with groves and cosy picnic grounds ; and many of the gorges and cascades are fully equal to—and several of them superior—to the finest found in Watkin's Glen. It is not so long as Watkin's Glen ; but its views are full of startling and absorbing interest, and its pools, instead of being oval or round like those at Watkin's, are as square as if hewn by human agency, out of the stratified rock. Its forests, foliage and general flora, including the mosses, lichens and ferns, are much like those of Watkin's Glen —they could not well be superior—and the universal sentiment of tourists is, that visitors should by all means see and explore both.

Some of the principal scenes in the Havana Glen are known as "Portal Cascade," "Eagle Cliff Falls," "The Council Chamber," "Curtain Cascade," "Jacob's Ladder," "The Bridal Veil," "Hermit's Gorge," "The Indian Oven," "The Mountain Tunnel," "Whispering Falls," "Chaos Gorge," "Echo Falls," "Fairies' Cascade," "Summit Falls," etc.

"From the very beginning Havana Glen impresses the visitor as having a character of its own. The stream is larger than that of Watkin's Glen. The rock is less shaley, and it has a strongly marked system of rectangular points dividing the cliffs into square towers and but-

tresses. When a portion of the cliff falls, it does not leave a jagged face as in Watkin's Glen; but a mural surface as smooth and even as a fortress wall, giving the sides of canons the appearance of great diversity and grand simplicity. The eroding current follows the lines of division, zigzaging at right angles rather than curving after the fashion of ordinary streams. At times, as in the "Council Chamber," it cuts out perfect halls, with square corners and perpendicular sides, as unlike anything in Watkin's Glen as can be imagined. The walls are lower than in Watkin's, but they seem higher because of their clean-cut faces. In Watkin's there is a persistent sameness in diversity—a monotony of fantastic outline. Havana has a statelier, more majestic look. Watkin's confuses while it amazes, bewildering by its multitude of details, infinitely various yet constantly similar. Havana has less variety and greater diversity—its plan seeming to be to present no two scenes at all alike. At times the cliff gives place to wooded escarpments; vegetation creeps down into the gorge and throws a network of beauty and grace—truly glen-like—between two spaces of precipitous rock. The falls are fewer but in the main more massive, and the pools are square-cornered instead of oval. In short, the two Glens are not rivals, but complements, and the sight of one heightens rather than lessens the enjoyment of the other."

There are refreshment houses at and near the entrance of the Havana Glen, and three good hotels in the village —the Montour House, which is in size and all things else a first-class house, and the Webster House and Central Hotel, which are smaller, but very attractive and nicely conducted.

Carriages will convey visitors to and from the depot and public houses, and between the two Glens, at moderate rates.

SENECA LAKE,

which is claimed and conceded to be one of the most beautiful and interesting sheets of water in the world, is nearly forty miles long, from two to four miles in width, of great depth, and unrivalled in purity and clearness by any of its sister lakes in Central New York. Its course is nearly north and south, and its rising slopes, on either side, are a living panoramic view of alternate and highly cultivated fields, orchards and vineyards, forests and village scenes, along its whole length; which in summer, and especially when the golden hues of harvest-time are woven into the magnificent ground-work of changing green, presents a double picture of unequalled and matchless beauty. This remarkable Lake has been sounded to the depth of nearly 1,000 feet. It rarely freezes in winter, and its steamboats ply between Watkin's and Geneva, located at its northern extremity, the year round. Its localities of interest, aside from Glens, on the east side, are Hector Falls, a fine succession of cascades, and a beautiful point for pleasure parties, three miles north of Watkin's; North Hector point, where annual camp-meetings are held, usually in June, and where there is a good hotel well patronized in the summer months; and the Willard Asylum, at Ovid, for the insane poor of the State. Geneva, at the foot of the Lake, is an attractive place in summer and the seat of Hobart College and its Medical and Surgical Museum. The view of the Lake and its eastern shores from College Hill,

is one of the finest that can well be imagined, and is worth going miles to see.

The two unopened twin Glens, with their fine cascades, at Rock Stream and Big Stream, some six or eight miles below Watkin's, and the splendid views from the highlands in their vicinity, are features well worthy of attention on the part of those who have abundant leisure; while the view from the heights of Glenwood Cemetery, or Table Mountain as it was formerly called, north of the Watkin's Glen, is unquestionably the grandest, most beautiful and sublime to be found on this portion of the American continent.

From the preceding description of Watkin's and Havana Glens, Seneca Lake and surroundings, the query will naturally suggest itself, "Why isn't this locality a pleasant place in which to spend a summer vacation?" It certainly is, being one of the most delightful and interesting spots on the continent. In addition to the pleasurable feature of the section, it abounds with numerous mineral springs which have, by years of experience, proven to possess excellent healing qualities. This locality is readily accessible by the Erie Railway to Elmira, from thence via the Northern Central twenty miles northward to Havana or Watkin's, or via the New York Central to Canadaigua, where the Northern Central is taken southward to destination, but we prefer to return to Elmira, and continue our journey westward via the New York, Lake Erie and Western Railway, to the world-renowned cataract, to visit which is the "Mecca" of every tourist's pilgrimage, and not to have seen is his reproach; we approach the recital of its beauties with a sense of the inadequacy of the pen and to do it justice.

NIAGARA FALLS.

THE Falls of Niagara may justly be classed among the wonders of the world. They are the pride of America, and their grandeur, magnitude and magnificence are well known to all the civilized world. Ever since the discovery of this wonderful cataract, millions have flocked thither from all countries to gaze with feelings of the deepest solemnity on the tumultuous fall of water, and to adore the power and majesty of the Almighty as there exhibited and realized amid the sublime scenery of this stupendous waterfall.

Over this great cataract has been pouring ceaselessly through the centuries of the past, with the deafening roar of a thousand thunders, a torrent of water three-fourths of a mile wide and 20 feet in depth, or an aggregate, it is calculated, of a hundred million tons per hour. No wonder that to this grandest of natural shrines the untutored aborigines were wont to come yearly to worship their Great Spirit, and propitiate him by the sacrifice of an Indian maiden, sent down on the current in a flower-laden canoe to her death in the terrible vortex ; no wonder that they led thither the first missionaries who penetrated these wilds, and pointed in speechless awe to the mighty cataract ; and no wonder that in these later days thousands of tourists from every part of this country and Europe annually make this spot their destination, and stand gazing in mute surprise, as did the savage and the priest before them, at this wonder of the world.

In the following pages we shall attempt to guide the traveller to the various points whence the finest views of the Falls may be obtained, and, thereafter, conduct

him to the spots of peculiar interest in the neighbor hood.

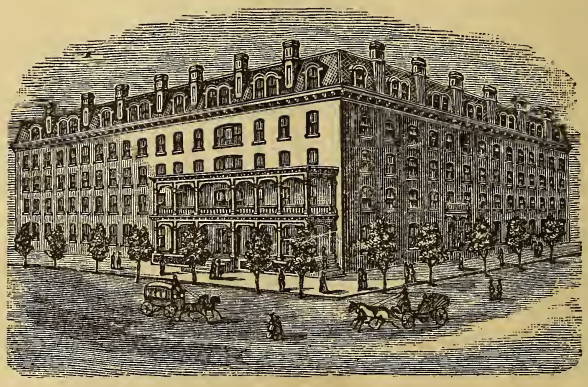
The Falls of Niagara were first seen by a white man over two hundred years ago. *Father Hennepin*, a French Jesuit missionary, first saw them when on an expedition of discovery in the year 1678.

The spots of interest to be visited, besides the great Fall itself, are: The ground where the memorable battle of Lundy's Lane was fought; the Whirlpool below the Falls; the Suspension Bridges; the Devil's Hole and the Bloody Run; the Queenston Heights, General Brock's Monument, the Burning Spring, etc.

The Village of the Falls, through which you pass on your way from the cars, lies on the east side of the river, in the immediate vicinity of the grand cataract, 22 miles by rail from the city of Buffalo on Lake Erie, and 300 by rail from Albany. This is a fashionable place of resort during summer and autumn, and *the Hotels* at the village are excellent in all respects, and most agreeable abodes for those who intend to sojourn for a time within sound of the Falls.

Having landed our traveller safely at Niagara, the choice of an hotel is the matter of paramount importance. General opinion is much divided on this subject, many travellers asserting that the American side is the only one to stay at and see the Falls, as the Rapids and Goat Island are to be reached from that side only, whilst others take the broader view of the question—that these minor attractions ought to give place to the Falls, and that the only place to obtain an uninterrupted view of the two mighty cataracts is from the Canadian side. We shall, however, leave this question to be de-

cided by the traveller, and merely observe that the hotels on both sides are very good, that is to say, the "International," and "Spencer House," on the American side, and the "Brunswick," on the Canadian shore; any of which can be well recommended. The Spencer

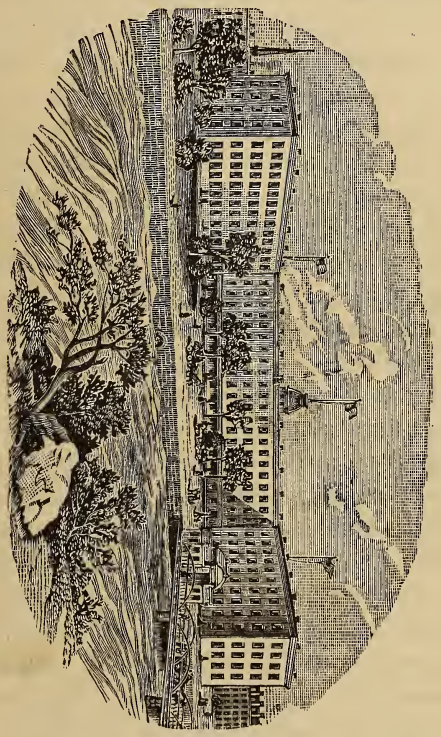


SPENCER HOUSE, NIAGARA FALLS.

House, situated directly opposite the New York Central Depot, has an established reputation for being one of the best managed hotels in the country; its table is always bountifully supplied with the best the market affords; its rooms are large and airy, and, in fact, every department of the house is a model of neatness. The establishment is at all times under the direct supervision of its well-known proprietor, Mr. Cluck. This alone is a sufficient guarantee that no pains will be spared to make guests as comfortable as possible during their sojourn at this world-renowned summer resort. The line of carriages connected with the Spencer House are considered the finest at Niagara, and the drivers are perfectly reliable and well worthy of support.

The International Hotel was formerly owned by the

late James Fulton, jr. (one who will be remembered by travellers and tourists as a thorough gentleman, honored and respected by all who knew him). The property has recently been purchased by Messrs. Cluck, Ware & DeLano, who have made extensive improvements in



INTERNATIONAL HOTEL, NIAGARA FALLS.

connection with this favorite hotel, having added during the past spring many new and attractive features. The management has been entrusted to that veteran hotel proprietor, Mr. A. Cluck, who is also proprietor of the Spencer House, thus assuring the traveller that every-

thing will be done that time, money and care can accomplish in order to sustain the popularity of this model hotel. The International Hotel is the finest at Niagara Falls for summer tourists and pleasure travellers. Prosperous as it is, and as it always has been, its outlook for this year is more promising than ever on account of the extensive and costly improvements that have been made in every department. The house is splendidly located, elegantly furnished, its servants are well trained, its table exceptionally tempting, and its management courteous and host-like. This hotel offers peculiar attractions to the tourist in its possession of all those modern luxurious improvements which add so materially to the pleasure of travel, as well as in its charming location, immediately over the American Falls, at Prospect Point, with the bridge to Goat Island almost at its doors, opening all the scenic wonders of both Falls from that Island and the sister islands now bridged from it, and giving the grandest views of the Upper Rapids. Amongst the smaller hotels is the Hotel Kaltenbach, recently built, and situated opposite the Rapids. This will be found a very pleasant house to stay at, and supplied with all the modern appliances necessary for comfort and enjoyment. M. A. Kaltenbach is a pattern host, and devotes himself with untiring zeal to the interests of his guests. His terms are moderate, and the house is open all the year round.

Having selected our hotel, it is scarcely necessary to say that days of sojourn at the Falls are desirable to see them in all their varying aspects, and become fully acquainted with their beauty and grandeur, often underrated by those who only pay the Falls a flying visit.

The tourist and pleasure traveller, however, will be best served with a brief statement of the most beautiful and most conveniently attained points of view. Without doubt, Prospect Park, near the International Hotel, is the greatest attraction on the American side. These grounds, comprising what are familiarly known as the "Ferry Grove" and "Point View," were purchased by the Prospect Park Company in 1872. Rarely, indeed, do Nature and Art so perfectly combine to spread before the delighted gaze so much that is wonderful, beautiful and sublime. Passing through the umbrageous groves, along the beautiful winding carriage drives we emerge upon the point in front of the Museum and Art Gallery, where thousands of visitors are photographed every year, the grand adjacent scenery being utilized to fill in the pictures. The entrance fee to the above establishment is repaid a thousand-fold by the fine display of curious and interesting objects, photographs, stereoscopic views, geological specimens, &c., &c., which become so interesting to the visitor that it is really with reluctance that he takes his leave.

From the Art Gallery it is but a step to the Point. A solid wall of masonry guards this spot, and continues along the bank of the river to the new Suspension Bridge. Standing at the angle, directly over the American Falls, so close that one might almost thrust out his hand into the roaring mass of water as it rolls seething by, we have spread before us a magnificent view of Goat Island, the Horseshoe Falls, Table Rock, the Clifton and Brunswick Hotels, the new Suspension Bridge, the American Falls with the frowning rocks below, and the Ferry to the Canada side.

Cool, shady walks run in all directions through the Park, and rustic seats at intervals invite the visitor to linger here and gaze at the magnificent scenery. The Park Company have also erected a beautiful pavilion, where visitors can "trip the light fantastic toe" within sound of the roar of the great cataract. An elegant restaurant is also on the grounds, where they can regale the inner man when tired of sight-seeing. Then we may enter the Ferry House and descend the Incline Railway through a cut in the bank to the water's edge, a distance of 360 feet. The spiral stairs constructed here in 1825 having become shaky with age, the present novel but commodious contrivance was inaugurated in 1845. The flight of steps leading along the railway consists of 290 steps. The car is drawn up the inclined plane by water power, an overshot wheel being turned by a stream diverted from the river for that purpose. Around a wheel eight feet in diameter, which turns in a horizontal position at the head of the railway, runs a cable two and a half inches in diameter and 300 feet in length, attached to a car at either end, and supported by pulleys placed at convenient intervals down the grade. At the foot of the stairs, turning to the left, the Company has erected a commodious and substantial building, from which may be obtained, from the base of the descending torrent, one of the most magnificent views of the Falls, looked at through those wonderful clouds of rising spray, refracting the sun's rays in all the colors of the rainbow, and sparkling and shimmering in the light like clouds of diamond dust. Then, donning tarpaulin coats and hats, we may pass in behind the cataract and see the wonders of the caves, and look out

upon the waters as they roll over our heads. The Ferry to the Canadian side is close at hand, and seating ourselves in the ferry boat we are soon dancing over the agitated waters. From the river the Falls are seen to great advantage. Formerly the shades of night brought the pleasures of the day to a close, but science and enterprise have lengthened the hours of enjoyment for us. Eighteen electric lights pour their brilliant rays upon the scene, infusing the spray clouds with gorgeous rainbow tints and illuminating the rolling waters with a brilliancy beyond description. The Canadian side stands out clear and distinct, and the whole scene is wonderfully beautiful, weird and sublime.

Prospect Park is certainly the spot which the traveller will visit first, and where he will linger longest. No one should fail to visit the Park both by day and by night.

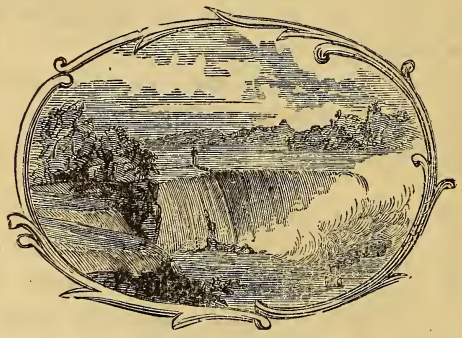
There is a fascination about this mighty cataract which seems to chain us to this spot, and when we seek to leave it draws us irresistibly back again. Even in describing it, however inadequately the task may be accomplished, we are loth to lay down the pen and tear ourselves away. The Almighty has invested Niagara with a power that none can resist, and those who gaze upon it for the first time have a new era in their existence opened up, new thoughts and impressions stamped indelibly upon their hearts, which haunt them in after years and linger in their memories till time is swallowed in eternity.

Proceeding to the Falls, our task is now, in as few words as possible, to direct the tourist as to what to see and how to see it. We will, therefore, explain that the

larger cataract stretching from shore to shore is the Canadian or Horseshoe Fall, whilst the smaller one is the American. The dimensions of the two Falls must necessarily be a matter of computation, and they are estimated as follows :

The American Fall, 900 feet across, with a drop of 164 feet.

The Canadian Fall, 1,900 feet across, with a drop of 158 feet, and it is stated by Professor Lyell that fifteen hundred millions of cubic feet of water pass over this fall every hour !



HORSESHOE FALL.

The traveller in his first visit to the Falls is impressed with a sense of inexpressible amazement. His emotions are not unlike those of the votary of necromancy, who, when once within the magic circle, trembles under the influence of the enchanter, even before he confronts the wizard himself.

Horseshoe Fall.

Who can forget his first view of this grand and stupendous spectacle ? The roaring is so tremendous that it would seem, that if all the lions that have ever lived

since the days of Daniel could join their voices in one "Hallelujah" chorus, they would produce but a whisper in comparison to the deep diapason of this most majestic of all Nature's pipes or organs.

The bridge which connects the mainland with Goat Island is eagerly passed, and we explore the whole of this curious crag, which is rightly named, for it is found fantastic enough to suggest that goats only could find a comfortable footing. The sublimity of the scene increases at every step; but when we come upon the mighty Cataract we gaze in speechless wonder. But words cannot describe the grandeur of this scene, nor the emotion which it excites; neither can the pencil, any more than the pen, do it justice. The silent and still picture wants the motion and the sound of that stupendous rush of waters. It is impossible to paint the ever-rising column of spray that spires upward from the foaming gulf below, or the prismatic glory that crowns it; for there indeed has God forever "set his bow" in the cloud, and cold must be the heart that in such a scene remembers not His covenant.

THE RAPIDS.

New Suspension Bridge.

The desirability of erecting a bridge nearer the falls, and for carriage or foot passengers only, had long been spoken of, and finally, after much trouble and preseverance, charters were obtained from the State of New York and the Province of Ontario, and work was commenced in 1867. It was opened to the public on the 1st January, 1869. Its cost was nearly $120,000, It is located about

1,800 feet below the American Falls, on the American side, landing on the Canadian side, only 8 or 10 rods below the Clifton House. The towers on the Canadian

NEW SUSPENSION BRIDGE.

side are 120 feet high, and on the American side 106 feet high. The span is 1,230 feet from tower to tower. The

height from the water to the floor of the bridge is 256 feet. There is a single track for carriages, and space at one side for foot passengers. The bridge has at each side a strong railing five feet high. The estimated strength of the structure is over 150 tons, and as 10 or 15 tons is all that could well be placed on the bridge at one time by its ordinary traffic the greatest confidence prevails as to its stability. It has now passed through twelve winters with its load of ice and frozen spray, so that it is no longer an experiment, but a fixed fact, and full confidence has been established.

It stands as a great lasting monument to J. T. Bush, who conceived the project, and carried it to a successful termination. The view from the centre of it is exceedingly fine ; suspended in mid-air—in full view of both the American and Horseshoe Falls—the river above and below, with its beautiful banks from 150 to 250 feet perpendicular, presents a view never before enjoyed by visitors to this wonderfully beautiful resort.

The erection of this bridge brings Goat Island and the side of Table Rock within easy walking distance.

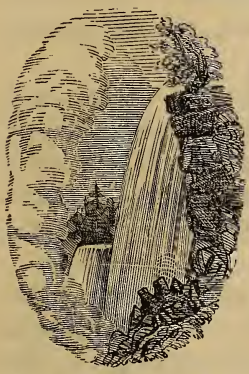
Table Rock,

From which such a grand view of the falls was obtained, exists only in name, and in the interest which attaches to its site. It was a truly magnificent crag, overhanging the fearful abyss, and it constituted one of the wonders of the place. Many accidents are recorded, from the temerity of tourists who ventured too near its margin. It, however, fell in 1862, and had this accident occurred an hour or two earlier in the day, the Victoria Bridge, the Grand Trunk Railway, and many other Canadian un-

TABLE ROCK—NIAGAGA FALLS.

dertakings, might not have been accomplished, for, a very short time previous to the disappearance of the slippery granite, there was standing upon it, viewing the Falls, the engineer of the Victoria Bridge and several of his colleagues in the enterprises that have been mentioned.

CAVE OF THE WINDS.



ENTRANCE TO THE CAVE OF THE WINDS.

A suitable building is here erected for the accommodation of visitors wishing to pass under the centre Fall into the Cave of the Winds, and this is a feat that all tourists should, if possible, perform. Oil-skin dresses, clean and dry, are supplied to visitors. For a small fee an experienced guide will accompany parties under the sheet of water, and describe fully all the incidents connected with this locality. The scene within the cave is one of inconceivable grandeur. Conversation is impossible, the mighty cataract asserting its right to alone be heard, as its thunders reverberate within the cave.

THE BRUNSWICK HOUSE, NIAGARA FALLS—(Canada Side.)—It is situated directly opposite the American Falls, affords to visitors the finest view of the great Cataract, and has the advantage over all other hotels at the Falls, in not being subject to the spray, which is such a great annoyance to visitors. This hotel has been thoroughly renovated and re-furnished, and no pains will be spared for the comfort of its guests. Special rates for families and others staying extended periods of time. Open summer and winter. Terms reasonable. M. Kick, proprietor.

Places of Interest at Niagara.

Below the Brunswick House, we have the Railway Suspension Bridge, Whirlpool Rapids, and Whirlpool. Opposite the American side: Prospect Park, American Falls, Goat Island, American Rapids, Three Sister Islands, and Luna Island. Canada side: The Horse-shoe Falls, front view of all the Falls, Burning Spring, and Whirlpool.

The illumination of the Falls by the electric light shows to better advantage from the Brunswick House than any other point on the Canadian side of the river. This is perhaps one of the grandest scenes in the world, and the attraction *par excellence* to visitors from the United States and Europe.

From Prospect Park we pass over the New Suspension Bridge to the Canadian side. Here a road turns to the left from the end of the bridge, leading along the cliff past the Clifton and Brunswick Houses, and affording the most beautiful and sublime views of both Falls. We now come to Table Rock; from this point the view of the Falls is incomparably grand. A little over a mile above the Falls, continuing our drive up the river road, we come to the most wonderful natural curiosity in the world, the famous Burning Springs. The waters of these Springs are highly charged with sulphuretted hydrogen gas, which, when ignited, emits a pale blue light, which burns with a brilliant flame. To heighten the effect, the phenomenon of the burning water is exhibited in a dark-ened room. Many fine improvements have been made at this spot during the past year, by erecting two hand-some suspension carriage bridges and three other truss bridges, and otherwise improving the walks and drives.

We might write volumes about this beautiful point of interest, but we prefer to have our readers go and see for themselves. Suffice it to say our advice to tourists and pleasure travellers is : Do not leave Niagara until you have taken this, the most beautiful drive at the Falls, through Cedar Islands and Clark Hill Islands to the Burning Spring.

During the past year it has been visited by many thousands of tourists and pleasure travellers from all quarters of the globe, all of whom have pronounced it to be one of the most attractive points of interest at Niagara. It is situated on the Canadian side of the river. Returning from the Burning Springs we drive along down the Niagara river, cross the bridge already referred to, to the American side, and proceed two miles to the town of Suspension Bridge, where many interesting sights are to be seen. First-class hotel accommodation is to be had at the New York Central Hotel, situated directly opposite the Central Depot ; Mr. Nossioy, the proprietor, formerly of the Mount Eagle Hotel, is too well known to the travelling public to need mention by us. For a first-class meal, and all other home comforts, go to the N. Y. Central Hotel ; it is the right place to stay at.

We will now proceed to give a description of the Railway Suspension Bridge, which is admitted by all to be a wonderful triumph of engineering skill. Mr. Roebling, of Trenton, New Jersey, was the engineer of this bridge, which, as the name implies, is constructed on the suspension system. The two towers supporting the entire structure, which is in one span, (800 ft.), are about 70 feet high, and built on and into the solid rock ; the

bridge is supported by four cables, each composed of 8,000 wires, and measuring 9½ inches in diameter, aggregate length of wire employed being more than 4,000 miles, whilst the entire weight of the bridge is 12,400 tons. Its cost was half a million dollars. It is constructed for the joint purposes of road and pedestrian traffic, and for the Great Western Railway of Canada.

There is a small toll levied on all passengers, and a custom-house officer will make a cursory and rapid search, lest any articles liable for duty are being carried across from the United States into the Dominion of Canada, or *vice versa.* From here we drive to the

WHIRLPOOL RAPIDS AND DOUBLE ELEVATOR,

situated on the American side, about one hundred rods below the Railway Suspension Bridge—the finest and most interesting spot about Niagara Falls. This delightful spot is visited by many thousands of people annually on account of the wild and magnificent grandeur of its scenery. The river here turns abruptly to the right, forming an elbow, and as the waters rush against the opposite banks, a whirlpool is formed, on which logs, and often bodies, have been known to float many days.

The river in the centre is estimated by the engineers to be eleven feet and a half higher than on each shore, and the visitor often wonders how the "Maid of the Mist" ever passed down here and lived.

There is no perpendicular fall, or external outlet at the whirlpool. The distance across it is one thousand feet; perpendicular height of the banks, three hundred and fifty feet. Here they have a magnificent Double Elevator, worked by a water-wheel some two hundred

and fifty feet below the top of the bank, which enables the visitor to reach the water's edge without fatigue. Here bursts upon the view one of the most beautiful and sublime sights to be seen in the world. Through a narrow gorge rush, in their tumultuous and maddening course, all the waters of the great Upper Lakes. The immense under-current forces the water in the centre thirty or forty feet higher than at the edges.

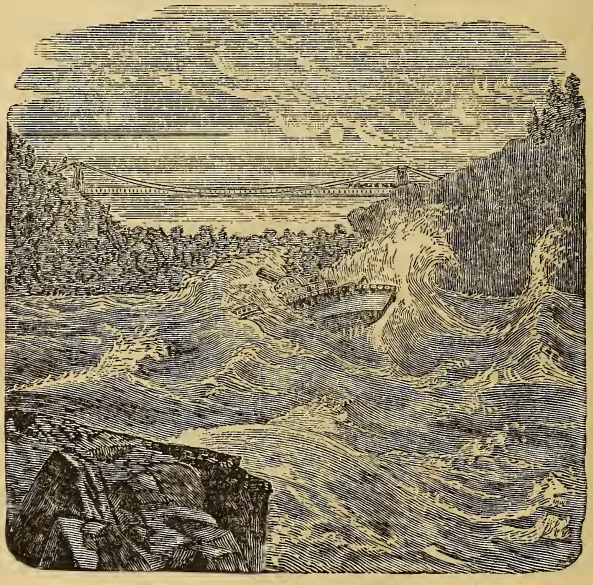
The ever-varying changes the waters constantly undergo are indescribably beautiful and fascinating. One is never tired of gazing at this wondrous scene. The surrounding scenery is in keeping with the raging stream. It is a solemnifying prospect, and few can gaze upon it without feeling that they had attained to a higher conception of the awful power and might of the Eternal. The rocky banks of the river, plainly showing the different strata, exhibit the wonderful handiwork of nature.

From this point the finest view of the Railway Suspension Bridge can be obtained. To look at this beautiful structure from the water's edge, at this point, one could almost believe the fairies built it. It was near this spot that Blondin crossed the gorge on a rope, with a man on his back. No visitor should leave Niagara without visiting this delightful and romantic spot. *Words cannot express the grandeur* of this scene ; it is *acknowledged by all* to be one of *Nature's Grandest Works.* Reader, you have not seen Niagara until you have paid this place a visit. Out of the many thousands annually visiting the Whirlpool Rapids, on the American side, none have gone away dissatisfied, but all are more than ever impressed with the tremendous magnificence of Niagara. While the view from the Canadian side may

be said to supply the general outlines of the picture, that from the American reveals it in all its completeness.

"MAID OF THE MIST."

It is now a matter of history how this tiny steamer which conveyed tourists under the spray of the great Horseshoe Fall successfully escaped the hands of the sheriff, by passing through the whirlpool.



"MAID OF THE MIST" GOING THROUGH THE WHIRLPOOL RAPIDS—(AMERICAN SIDE.)

She left her moorings, about a quarter of a mile above the old Suspension Bridge, June 15, 1861, and sprang boldly out into the river, to try one of the most perilous voyages ever made. She shot forward like an arrow of light, bowed gracefully to the multitude on the Bridge,

and with the velocity of lightning passed on her course. Many beheld this hazardous adventure, expecting every instant she would be dashed to pieces and disappear forever. Amazement thrilled every heart, and it appeared as if no power could save her. "There! there!" was the suppressed exclamation that escaped the lips of all. "She careers over! she is *lost!* she is *lost!*" But, guided by an eye that dimmed not, and a hand that never trembled, she was piloted through those maddened waters by the intrepid Robinson, in perfect safety, and subsequently performed less hazardous voyages on the St. Lawrence.

On this trip there were but three men on board, the pilot, engineer, and fireman.

She is the only craft, so far as is known, that ever made this fearful trip, and lived. Though the pilot had performed many hazardous exploits in saving the lives of persons who had fallen into the river, yet this last act in taking the "Maid of the Mist" through the whirlpool is the climax of all his adventures.

The Devil's Hole

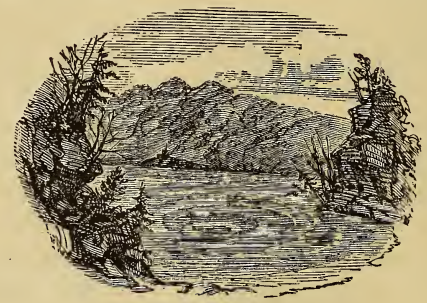
Is a large triangular chasm in the bank of the river, three and a half miles below the falls. The Bloody Run, a ravine so called from a sanguinary engagement between two hostile Indian tribes, falls into this chasm.

Another very attractive point of interest which the tourist will wish to visit is the

Whirlpool Rapids Park.—(Canadian Side.)

This new and attractive resort (always in the shade after noon) is situated on the Canadian side of the Niagara River Rapids, one minute's walk north of the

Railroad Suspension Bridge, and is reached by a double hydraulic gravitating elevator running down to the water's edge. From thence, picturesque, shady and level walks wind along the edge of the mighty rapids, passing a superb fountain throwing up spray to the height of one hundred feet, across a rustic bridge, beneath which rushes a beautiful cascade, making three distinct leaps from the cliffs over two hundred feet above the river. At the grandest point of the rapids a rustic platform has been constructed, projecting forty feet over the wildest part of the river, affording the most sublime view of



THE WHIRLPOOL.

these wonderful rapids. Beneath this platform is the Boiling Well which bubbles up with mighty impetuosity, bidding defiance to the raging rapids.

Landed at the edge of the Grand Rapids below, the visitor finds himself in the midst of a scene of wild grandeur which is almost indescribable. For nearly 250 feet the cliffs rise in a nearly perpendicular line. Above them and across the gorge stretches the mighty Suspension Bridge, the passing trains looking like playthings in the distance. Beyond and through the frame work of dark green formed by the overhanging trees,

Niagara rushes ceaselessly, obscured at times by the clouds of white mist that ascend to the sky, and for the very obscurity all the more grandly beautiful. Dashing, roaring, whirling on through the narrow passes, beating its way against the rocks that for ages have borne up against the shock, comes the accumulation of waters. Rising higher and higher as they flow onward, crying out almost in agony for more room to move, they are still hemmed in by the silent, awful cliffs. Dashing onward, driven forward by the never-ending flow from behind, they reach the most contracted part of the channel. Here for a moment it seems almost as if the mighty volume paused, unable to struggle further, and then, with renewed effort, impelled by some all-powerful but invisible force, it dashes up in one great column of 20, 30, 35 feet into the air, and with a noise of thunder bursts through the iron rocks that seek to confine it, and boiling, swirling, bubbling into crystal foam, at last it finds its way into the calm green channel beyond the gorge. When it is remembered that the river at this point is only 300 feet wide, that the Falls of Niagara present a front of one and a quarter miles, and that the flow of water over them averages four feet deep, it will be seen that the channel of the Whirlpool Rapids sinks to a depth of at least 200 feet. At no point near the Falls can the visitor obtain so good an idea of the great volume of water that forces its way through Niagara River, and consequently the Whirlpool Rapids Park has at once taken front rank as a point of interest. It should be visited by every one who comes to Niagara Falls.

The Three Sisters.

These are three small islands, lying side by side, near

the head of Goat Island. The remotest of this group is the island from which Mr. Joel R. Robinson rescued a Mr. Allen in the summer of 1841. Mr. Allen, having started just before sun-down for Chippewa, (a village three miles up the river on the Canada side,) had the misfortune to break one of his oars in the midst of the river. The current caught his boat and bore it rapidly towards the Falls. As his only hope of safety, he steered with the remaining oar for the head of Goat Island, but, failing to strike that, he was bearing swiftly past this little island when, knowing that the alternative was certain doom, he sprang for the land, and reached it with but little injury. Having matches in his pocket, he struck a signal light at the head of this island, but it was not seen until morning. Mr. Robinson rescued him by means of a boat and cable.

The first of the sisterhood, or the island nearest you, is called Moss Island. That feathery show of a cataract between yourself and Moss Island is called the Hermit's Cascade, from its having been the usual bathing place of Francis Abbot, the Hermit of Niagara.

The Hermit of the Falls.

As we think it will be interesting, we shall relate the story of this strange person. About twenty-five years ago, in the glow of early summer, a young stranger of pleasing countenance and person made his appearance at Niagara. It was at first conjectured that he was an artist, a large portfolio, with books and musical instruments, being among his baggage. He was deeply impressed with the majesty and sublimity of the Cataract and the surrounding scenery, and expressed an intention to remain a week, that he might survey them

HORSESHOE FALLS—FROM CANADA SIDE.

at his leisure. But the fascination, which all minds of sensibility feel in the presence of that glorious work of the Creator, grew strongly upon him, and he was heard to say that six weeks were insufficient to become acquainted with its beauties. At the end of that period he was still unable to tear himself away, and desired to "build there a tabernacle," that he might indulge in his love of solitary musing, and admire at leisure the sublimity of nature. He applied for a spot on the Three Sisters' Island, on which to erect a cottage after his own model; one of the peculiarities of which was a drawbridge to insure isolation. Circumstances forbidding compliance with this request, he took up his residence in an old house on Iris Island, which he rendered as comfortable as the state of the case would admit. Here he remained about eighteen months, when the intrusion of a family interrupted his habits of seclusion and meditation. He then quietly withdrew, and reared for himself a less commodious habitation near Prospect Point. When winter came, a cheerful fire of wood blazed upon the hearth, and he beguiled the long hours of evening with reading and music. It was strange to hear in such solitude, the long-drawn, thrilling notes of the violin, or the softer melody of the flute, gushing forth from that low-browed hut; or the guitar breathing out so lightly amid the rush and thunder of the never-slumbering torrent. Though the world of letters was familiar to his mind, and the living world to his observation, for he had travelled widely, both in his native Europe and the East, he sought not association with mankind, to unfold or to increase his store of knowledge. Those who had occasionally conversed with him, spoke with equal surprise

and admiration of his colloquial powers, his command of language, and his fervid eloquence ; but he seldom and sparingly admitted this intercourse, studiously avoiding society, though there seemed in his nature nothing of misanthropy or moroseness ; on the contrary, he showed kindness to even the humblest animal. Birds instinctively learned this amiable trait in his character, and freely entered his dwelling, to receive from his hands crumbs or seeds.

But the absorbing delight of his solitary residence was communion with Niagara. Here he might be seen at every hour of the day or night, a fervent worshipper. At the gray dawn he went to visit it in the veil of mist ; at noon, he banqueted in the full splendour of its glory ; beneath the soft tinting of the lunar bow he lingered, looking for the angel whose pencil had painted it ; and at solemn midnight he knelt at the same shrine. Neither the storms of autumn nor the piercing cold of winter prevented his visits to the temple of his adoration. There was, at this time, an extension of the Serappin Bridge, by a single beam of timber carried out ten feet over the fathomless abyss, where it hung tremulously, guarded only by a rude parapet. Along this beam he often passed and re-passed in the darkness of night. He even took pleasure in grasping it with his hands and thus suspending himself over the awful gulf; so much had his morbid enthusiasm taught him to revel amid the terribly sublime. Among his favourite gratifications, was that of bathing, in which he indulged daily.

One bright but rather chilly day in the month of June, 1831, a man employed about the ferry saw him go into the water, and for a long time after observed his clothes

to be still lying upon the bank. The poor hermit had taken his last bath. It was supposed that cramps might have been induced by the chill of the atmosphere or the water. Still the body was not found, the depth and force of the current below being exceedingly great. In the course of their search they passed on to the Whirlpool. There, amid those boiling eddies, was the body, making fearful and rapid gyrations upon the face of the black waters. At some point of suction it suddenly plunged and disappeared. Again emerging, it was fearful to see it leap half its length above the flood, then float motionless as if exhausted, and anon spring upward and seem to struggle like a maniac battling with a mortal foe. For days and nights this terrible scene was prolonged. It was not until the 21st of June that after many efforts they were able to recover the body and bear it to his desolate cottage. There they found his faithful dog guarding the door. Heavily had the long period worn away while he watched for his only friend, and wondered why he delayed his coming. He scrutinized the approaching group suspiciously, and would not willingly have given them admittance. A stifled wail at length showed his intuitive knowledge of his master, whom the work of death had effectually disguised from the eyes of men. On the pillow was his pet kitten, and in different parts of the room were his guitar, flute, violin, portfolio and books scattered, the books open as if recently used. It was a touching sight; the hermit mourned by his humble retainers, the poor animals that loved him, and ready to be laid by strange hands in a foreign grave.

The motives that led this singular and accomplished

HORSESHOE FALLS—FROM THE AMERICAN SIDE.

being, learned in the languages, in the arts and sciences, improved by extensive travel, and gifted with personal beauty and a feeling heart, to seclude himself in the flower of youth from human society, are still enveloped in mystery. All that is known was that his name was Francis Abbott, that he was a native of England, where his father was a clergyman, and that he received from thence ample remittances for his comfort. These facts had been previously ascertained, but no written papers were found in his cell to throw additional light upon the obscurity, in which he has so effectually wrapped the history of his pilgrimage.

The Three Sister Bridges.

These costly and substantial structures are built over the three channels which separate the Three Sisters from each other and from Goat Island, presenting new and grand views of the Rapids and Falls, unequalled from any other point. These three bridges combine strength and beauty. They are alike, being slightly convex, that is, higher in the middle that at either end, thus adding to their strength.

The ends are fastened into the solid rock. Two rods, two inches in diameter, pass under each bridge, and are also fastened into the rocks at either end. The peculiar construction of the railing adds much to their strength and beauty. A fourth island, or sister, was discovered while the bridges were being built ; to it, a bridge has also been thrown. From the head of the third sister may be seen one continuous Cascade or Fall, extending as far as the eye can reach, from Goat Island across to the Canada shore, varying from ten to twenty feet in

height. From this minature Niagara rises a spray similar to that of the great Falls. The Rapids here descend fifty-one feet in ¾ of a mile, and they are one of the prominent features of Niagara.

Viewed from the Bridge they look like "a battle charge of tempestuous waves, animated and infuriated, against the sky." As they pass towards the falls the commotion becomes more deeply intense, and they struggle as if desiring to escape the tremendous abyss into which they are about to be hurled. Suddenly, as they approach the verge, resignation seems to come over them, and in apparent calmness they accept their fate, and in an instant pass beyond our view.

It is now nearly 200 years since the eye of the European first saw these wonderful rapids and falls. Father Hennepin, in 1678, was conducted by the Indians to this spot, and there beheld the "wonder of the World." For ages before his visit, and for nearly two centuries since, the mighty river has continued to flow in "floods so grand and inexhaustible, as to be utterly unconscious of the loss of the hundred millions of tons, which they pour every hour over the stupendous precipice."

"Still do these water roll, and leap, and roar, and "tumble all day long; still are the rainbows spanning "them a hundred feet below. Still, when the sun is on "them, do they shine and glow like molten gold. Still "when the day is gloomy, do they fall like snow, or seem "to crumble away like the front of a great chalk cliff, or "roll down the rock like dense white smoke. But always "does the mighty stream appear to die as it comes down, "and always from the unfathomable grave arises that "tremendous ghost of spray and mist which is never

"laid, which has haunted this place with the same dread "solemnity since darkness brooded on the deep, and that "first flood before the deluge—Light—came rushing on "creation at the Word of God."

Luna Island is beautifully placed just in the very curve of the fall. This island, as it appears in its summer as well as its winter dress, is graphically described in "Picturesque America," from which we quote as follows: "It is pleasant enough in summer, for it has evergreens, trees and bushes, grasses and wild flowers in abundance, the atmosphere of spray by which it is surrounded being apparently favorable to vegetation. At night time, when there is a moon, a fine lunar bow is visible from the bridge that connects it with Goat Island, and hence its name. But the great glory of Luna Island is in the winter, when all the vegetation is encrusted with frozen spray. The grasses are no longer massed in tufts, but each particular blade is sheathed in a scabbard of diamonds, and flashes radiantly at every motion of the wind. Every tree, according to its foliage, receives the frozen masses differently. In some, especially evergreens, with pinnatified leaves, each separate needle is covered with a fine coating of dazzling white. In others where the boughs and branches are bare, the spray lodges upon the twigs and gives to the eye cubes of ice that greatly resemble the uncouth joints of the cactus. In some evergreens the spray, being rejected by the oleaginous particles, forms in apple-like balls at the extremities of the twigs and the nooks of the branches. Those close to the verge of the fall are loaded so completely with dazzling heaps of collected frozen spray that the branches often give way, and the whole glittering heap comes

flashing down in crumbling ruin. On the ground the spray falls in granulated circular drops of opaque white; but, wherever there is a stone or a boulder, ice is massed about it in a thousand varying shapes. Let us peep down from the verge, and, regardless of the noise and the smoke of the waterfall, give our attention solely to the ice. It stretches in great columns from the top to the bottom of the falls, and a colonnade is formed, such as one reads of in the fantastic stories of the East, where alabaster and marble, jade and porphyry, are carried to the skies in the tremendous palaces of pre-Adamite kings. The frozen spray descending upon these, covers them with a delicate tracery of flowers and ferns and even of resemblance to human heads, which is a beautiful and strange sight.

"In winter time we may not descend on the American side; but, if we might, surely we should discern the most wondrous ice configurations along the verge of the pathway. The descent can be made at this time under the Table Rock; and the visitor passes from the stairways into a defile of the kind that Dante dreamed of in his frozen Bolgia. Along the side of the rock walls are rows of stalactites, about the size of the human body, to which all of them bear a quaint resemblance. Upon the other side, massed along the verge of the bank, are ice-heaps that mount up fifty feet into the troubled air, some of them partially columnar in shape, but the majority looking like coils of enormous serpents, that have been changed by the rod of an enchanter into sullen ice.

"It must be remembered that, if winter gives much, it also takes away much. If it covers the trees and the

grass with diamonds, and heaps up ice-serpents, and builds colonnades and spires and obelisks, it takes away a great part of the volume of the water, for the thousand rills that feed the great lakes have been rent from the hills by the fierce hand of the Frost giant, and clank around his waist as a girdle. Those who love colour and light, and majesty of sound, will do well to come in the summer ; those who like the strange, the fantastic, and the fearful, must come in the winter. But the true lover of the picturesque in Nature, will come at both times. Each has its special charm ; each has some things which the other lacks ; but in both are features of transcendent beauty."

We shall now conduct our tourist to one spot on the Canadian side where, perhaps of all others, the finest view of the waterfalls can be seen. It is along the railway track that lies at the back of Mr. Zimmerman's house, where an open spot is reached, near a small reservoir immediately above the Falls. From this point of observation a scene is presented of such grandeur and magnificence, that our language would almost seem too meagre to furnish the words necessary to adequately describe it. As we gaze we realize to some slight extent the tremendous power of the fall as well as its height. A celebrated English visitor to this spot expresses his admiration in the following terms : " I now caught my first sight of that wondrous vision which is worth a pilgrimage from England to see. I have since had an opportunity of making it a study, and my conviction is that if there is anything in the world which defies at once description and analysis, and which excites in the beholder by turns, ideas of grandeur, beauty, terror,

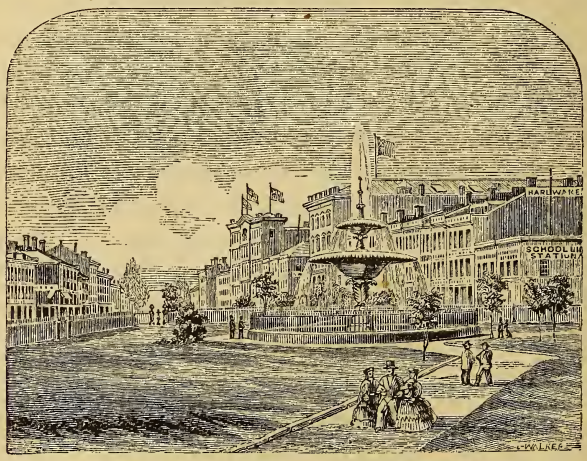
power, sublimity, it is expressed in that one word—Niagara. I have seen it in the most of its summer aspects. I have gazed upon the marvellous panorama from the rapids above, to the whirlpool below. I have looked up to it from the river, and down upon it from the Terrapin tower. I have bathed in its light, and been drenched with its spray. I have dreamed over it through the hot afternoon, and have heard it thunder in the watches of the night. On all the headlands, and on all the islands, I have stood entranced and wondering, while the mist has shrouded it, and while the sun has broken it into rainbows. I have seen it fleecy as the snowflake; deepening into the brightest emerald; dark and laden as the angriest November sky,—but in all its moods there is instruction, solemnity, delight. Stable in its perpetual instability; changeless in its everlasting change; a thing to be 'pondered in the heart' like the revelation to the meek Virgin of old; with no pride in the brilliant hues that are woven in its eternal loom; with no haste in the majestic roll of its waters; with no weariness in its endless psalm—it remains through the eventful years an embodiment of unconscious power, a living inspiration of thought, and poetry, and worship,—a magnificent apocalypse of God."

TO DETROIT AND CHICAGO,

From Niagara Falls, via Hamilton, Paris and London, by the Great Western and Michigan Central Railways.

As in all likelihood many of our tourists who have never visited these large Western cities, may desire whilst at Niagara to take a run—even if only for a brief period—to the principal business localities in the Western

States, we have thought it desirable, and as a matter of convenience to the travelling public, to refer to the Western States of America, which are not only worthy and will amply compensate for any time spent in visiting them, but which really ought to be seen by all those who consider themselves travellers. It is needless to say that we refer to the fine cities of Detroit, in the State of Michigan, and Chicago, in the State of Illinois. A few hours' ride over the Great Western Railway, from Sus-

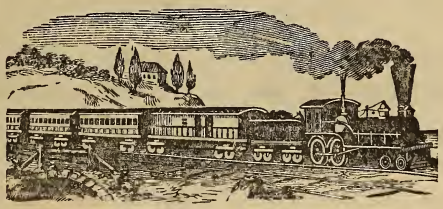


CITY OF HAMILTON, SHOWING THE GORE ON KING STREET.

pension Bridge, through a pleasant country around Thorold, the crossing point of the great Welland Ship Canal recently deepened and we come to St. Catharines, with a population of 10,000, pleasantly situated, frequented as a place of resort for invalids from Canada and the United States, and noted for its mineral springs of much efficacy. Thence passing Grimsby, situated near the shore of Lake Ontario, we arrive at the beautiful

CITY OF HAMILTON.

THIS city was laid out and settled in 1813. It is built on a plateau of slightly elevated ground, winding around the foot of a hilly range, which extends from Niagara Falls, and which here receives the name of "The Mountain." The streets are wide, and for the most part cross each other at right angles. King street, the principal thoroughfare, runs through the entire breadth of the city. Near the centre of this street is a large open space known as "The Gore," and a little north is Market Square, on which stands the spacious public building used as civic offices and a market. The banks and many of the churches are handsome structures, and on the rising ground approaching the mountain are many elegant residences. The city contains about 25 churches, several banks, a (Wesleyan) Female College, and a large number of manufactories. Hamilton is the headquarters of the Great Western Railway



of Canada, and here the general offices, engine shops and workshops are located. The population of the City is about 27,000, and the City is 43 miles from Suspension Bridge, and 187 miles east from Detroit.

At Hamilton connection is made for Toronto and all the eastern Canadian cities; via., the Toronto Branch of the Great Western Railway also, by the Richelieu and

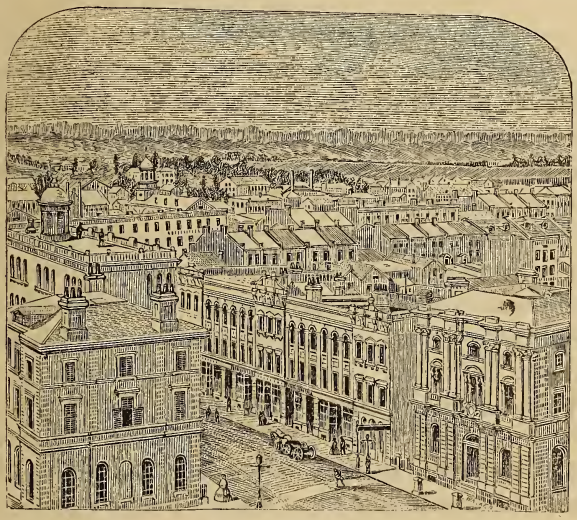
Ontario Navigation Companys' Royal Mail line of Steamers on the Lake, for Toronto and all points east.

Continuing our journey we pass west from Hamilton seven miles, to Dundas, with many manufactures and very fine scenery. From here the country through which the train passes is unimportant, until arriving at Harrisburgh, where connections are made northward by the Grand Trunk Railroad to Berlin, Guelph, and to Paris which is a thriving town with important water power and manufactories of various kinds. Here connections are made north-westward to Goderich and Lake Huron; south-eastward to Buffalo, by Goderich branch of the Grand Trunk Railroad. Travelling forty-seven miles west from Paris, through a fine agricultural district, in which the scenery is pleasantly diversified, our olfactory nerves become indicators of the presence of an industry —petroleum refining,—which is extensively engaged in in that part. This brings us to the beautiful

CITY OF LONDON.

ONE hundred and nineteen miles west from Suspension Bridge, and one hundred and ten miles east of Detroit, with a population of 30,000. It is situated in the midst of the finest agricultural region of Canada. It is the centre of several diverging lines of railway. It is favorably known for its White Sulphur Springs and its extensive manufactures. The streets, and many of the public buildings, are called by the same names as those of old London. The little stream which passes, is dubbed the Thames, and Westminster and Blackfriars Bridges lead us across its narrow line. The public buildings are very fine, and its numerous churches are choice in architectural design.

London has made many fine improvements during the past two years which are worthy of notice, especially the new water-works, which are located about five miles below the city on the River Thames. London has also a new gas company, which has been chartered during the past year, so the city is now lighted with gas at about half the price of any city in the Dominion. A Company has also been formed, and is now in operation, for



CITY OF LONDON, FROM THE TOWER OF ENGLISH CATHEDRAL.

heating all the business houses as well as private dwellings with steam. London has important railway connections:—Northward to St. Mary's, *via* the Grand Trunk Railroad; southward to Port Stanley on Lake Erie; westward to Petrolia (Oil-Centre), and Port Sarnia, at the entrance of the St. Clair River, into Lake Huron.

A further ride of 110 miles will bring the tourist to the town of Windsor, in Canada, and a few minutes more occupied in crossing the river by the Steam Ferry will land him in the City of Detroit and Michigan Central Depot, where direct connections are made for the West, North and North-West, as well as South and South-West and all points in Michigan, by the popular Michigan Central Railway.

CITY OF DETROIT.

DETROIT is one of the oldest cities on the continent, having been founded as a French Missionary Station in 1670. The city, which is known as the "City of the Straits," extends along the Detroit River for about 3 miles, and is built up about 2½ miles from the water. The streets are wide and beautifully shaded by trees. The churches are numerous, and in many instances very beautiful; the private residences are surrounded by spacious grounds, tastefully ornamented, and the stores and public buildings are metropolitan in size and appearance. The principal buildings worthy a visit are the Custom House and Post-Office on Griswold street. The Board of Trade Building and the Michigan Central Freight Depot should by all means be seen. It is of immense size and costly construction, 1,250 feet long and 102 wide, is an immense room without partitions or pillars, and is covered by a self-supporting iron roof. Here is also located the great Locomotive Round House, also large Grain Elevators. The new Opera House is likewise worthy of inspection. The most notable churches are St. Paul's (Episcopal), with the peculiarity of having a roof without columns; Christ, St. John's and

Grace, all of the same denomination; Fort Street Presbyterian; Central Methodist (Episcopal); St. Paul (Catholic); St. Anne's (Catholic), with very fine choir, etc. Detroit has also elaborate water-works, as well as large manufacturing and shipping interests in grain and provisions, etc. Detroit is always a pleasant place to visit. In summer, pleasure excursions are a daily occurrence, and the beautiful river affords ample opportunity for the members of the Detroit "River Navy," with its fleet of a couple of hundred yachts, to exercise before the gaze of assembled thosaunds on the shore, who gather to witness the grand "Reviews" each season. We would advise the Tourist to visit the pretty Cemetery and the outskirts of the city, which in all directions are very fine, and will well repay a drive, or a long "constitutional." As regards hotel accommodation, we can recommend the "Russell House," on Woodward Avenue, as a first-class hotel, containing all modern improvements, with every comfort required by the most fastidious.

DETROIT TO CHICAGO.

The Tourist having finished his sojourn at Detroit, the next place he will wish to visit is the "New York" of the West. Probably, most of our pleasure-seekers may have already visited the Lion City, but to those who have not made the journey within the last few years, we would advise them by all means to extend their absence from home for at least a few days, and go and see the march of progress being made by our western friends. Taking the splendidly equipped train of the Michigan Central Railway from the Union Depot

at Detroit, and after ten hours of as comfortable travelling, over one of the finest road-beds, with well ballasted track, laid with steel rails, as can be obtained on the continent, you will find yourself in Chicago.

Leaving Detroit by this popular route the train passes through the suburbs of this beautiful city for a distance of three miles to Grand Trunk Junction, where connections are made with the Grand Trunk, and Detroit branch of the Lake Shore and Michigan Southern Railways. Seven miles west we pass Dearborn, where the Detroit Arsenal is situated, near Rough River. The next place of importance to the traveller is Ypsilante, thirty miles west from Detroit, which is a beautiful town of Michigan, having a population of 5,500; here is located the State Normal School. Passing along the Huron River for a distance of eight miles we arrive at Ann Arbor, which is a very large and handsome town of 7,500 inhabitants, finely situated on an elevated plateau, with beautiful shrubbery and many handsome buildings; the University of Michigan is located here and is an institution of wide influence, with varied courses of study; it contains a very fine observatory, as well as other attractive features. Leaving this enterprising town we continue our journey westward, and passing through a very fine agricultural section of country we find the broad acres of Michigan are fast being transformed into happy homes and finely cultivated farms; all of the different towns and villages through which we pass are growing fast both in size and influence, and the evidences of industry and thrift are visible on every hand. Having travelled 38 miles without stopping we arrive at Jackson 76 miles from Detroit and 208 from Chicago. Jack-

son has a population of 14,000, and is a thriving and very enterprising city; it is the county seat of Jackson County, situated on both sides of the Grand River, at an elevation of 440 feet above Lake Michigan, which has many manufactures, and an important coal trade from the mines in the immediate neighborhood. Jackson has also very extensive railway connections; it is the southern terminus of the Saginaw Division of the Michigan Central Railway, and the south-eastern terminus of the Grand Rapids Division of the Michigan Central Railway; it is also the eastern junction of the Air Line Division with the main line of Michigan Central, as well as the northern terminus of Fort Wayne, Jackson & Saginaw R. R.; and the Lake Shore & Michigan Southern Railway from Adrian make connections at this point. Leaving Jackson, 20 miles distant is Albion with a population of 1,700; here the Albion College is located. Twelve miles west of Albion we arrive at Marshall, where the trains both east and west remain 20 minutes for refreshments—the meals first-class in every respect. Marshall has a population of 4,650, where are located the extensive repair shops of the company; it also has large paper manufactories. Resuming our journey for thirteen miles we arrive at Battle Creek, an extensive manufacturing town with a population of 5,325; the extensive flour mills here located are worthy of special notice by the traveller; here is to be seen one of the finest water powers in the State. From Battle Creek west for a distance of 23 miles the Michigan Central Railway passes through the very garden of the State, where are to be seen some of the finest farms, with their golden fields of grain presenting to the traveller a beautiful pic-

ture, until arriving at Kalamazoo, which is one of the largest towns in the State, with much shaded beauty, and has many very handsome residences, and is the seat of a Baptist College and the State Insane Asylum —one of the best managed institutions of its kind in the country. Kalamazoo is a very thriving manufacturing and commercial town, with a population of 11,750, and is 144 miles west from Detroit and 140 east from Chicago, with extensive railway connections, north-west to Grand Haven and Lake Michigan, also to Grand Rapids; south-eastward to Fort Wayne, and from Kalamazoo by Lawton (with extensive iron works) we arrive at Niles, 47 miles from Kalamazoo, 191 miles from Detroit, 93 miles from Chicago, with a population of 5,000. Niles is a town of considerable commercial and industrial importance, situated on the St. Joseph River; it is the western junction of the Air Line of the Michigan Central Railway, which connects with the main line; it is also the northern terminus of the South Bend Division of the Michigan Central. Niles is also the most important town in Berrien County. Continuing our journey still through a beautiful section of country for 27 miles, we reach New Buffalo, which is the western terminus of the Chicago and West Michigan Railway; at this point all trains of the Michigan Central Railway make close connections for all points on the eastern shore of Lake Michigan. New Buffalo is a modern town of 1,450 souls; from here 10 miles further on we pull up at Michigan City, 228 miles from Detroit and 56 from Chicago, where connections are made with the Louisville, New Albany & Chicago, also the Indianapolis, Peru & Chicago Railways. Michigan City is situated on the ex-

treme southern point of Lake Michigan ; it is the lumber port of Northern Indiana, with a population of 4,000 ; here is located one of the two Indiana State Prisons. From this important station we hasten on our journey to Chicago, by the town of Lake, 21 miles distant from Michigan City ; this is the eastern terminus of line to Joliet ; 21 miles west from here lies Kensington, where connections is made with the main line of the Illinois Central. From Kensington we pass through a fine section of country over the rolling prairies of Illinois, on through the suburbs of Chicago, until we arrive in the Union Depot at the foot of Lake street, where direct connections are made in the same depot for all points west, east, north and north-west, south and south-west. The distance travelled between Detroit and Chicago by the Michigan Central Railway, has been 284 miles. We now call the tourist's attention to the most enterprising city in America, and we shall in the following pages briefly endeavour to describe to our readers

CHICAGO AS IT WAS, AND AS IT IS.

CHICAGO is in many respects one of the most spectacular cities in America ; its magnificence is all the more striking because it is so young in years, so far in the interior, and has so lately passed through an ordeal of fire which would have ruined any other city forever. It is only strict truth to say that the "Queen of the Lakes" is more beautiful and splendid to-day than she was at the time of the great conflagration of 1871.

The first permanent settlement was made on the site of Chicago in 1804, during which year Fort Dearborn was built. This was abandoned in 1812 and finally de-

molished in 1856. The town was first organized in 1833 and incorporated as a city in 1837. At the first official census taken in 1837 the entire population was set down at 4,170. From the best available data the population at the census of this year will not be much, if any, under 600,000. Its growth has been marvellous during this brief interval, but it was temporarily checked by the tremendous fire which occurred on the night of October the 8th, 1871. The whole area burned over, including streets, was nearly three and a third square miles. The number of buildings destroyed was 17,450; persons rendered homeless, 98,500; persons killed, about 200. Not including depreciation of property and loss of business, it is estimated that the total loss occasioned by the fire was $190,000,000, of which about $40,000,000 was recovered on insurance, though one of the chief results of the fire was to bankrupt many of the insurance companies, all over the country. The business of the city was interrupted but a short time, however. In the course of a few weeks many merchants had resumed trade in temporary wooden buildings. Within one year after the catastrophe a large part of the burnt district had been rebuilt, and at present no trace remains, except the improved architectural appearance of the city. Two years later, in July, 1874, another great fire took place in an adjoining section. Eighteen blocks, or sixty acres, and about $4,000,000 worth of property were destroyed. Chicago is situated on the Western shore of Lake Michigan, at the mouth of the Chicago and Calumet rivers; by means of the former, and the Illinois and Michigan canal, it has continuous communication with the Mississippi River and the Gulf of Mexico on the South and West; and by the chain of

the Great Lakes with the St. Lawrence and Atlantic Ocean on the East. There is no inland city in the world that possesses greater facilities for commercial intercourse.

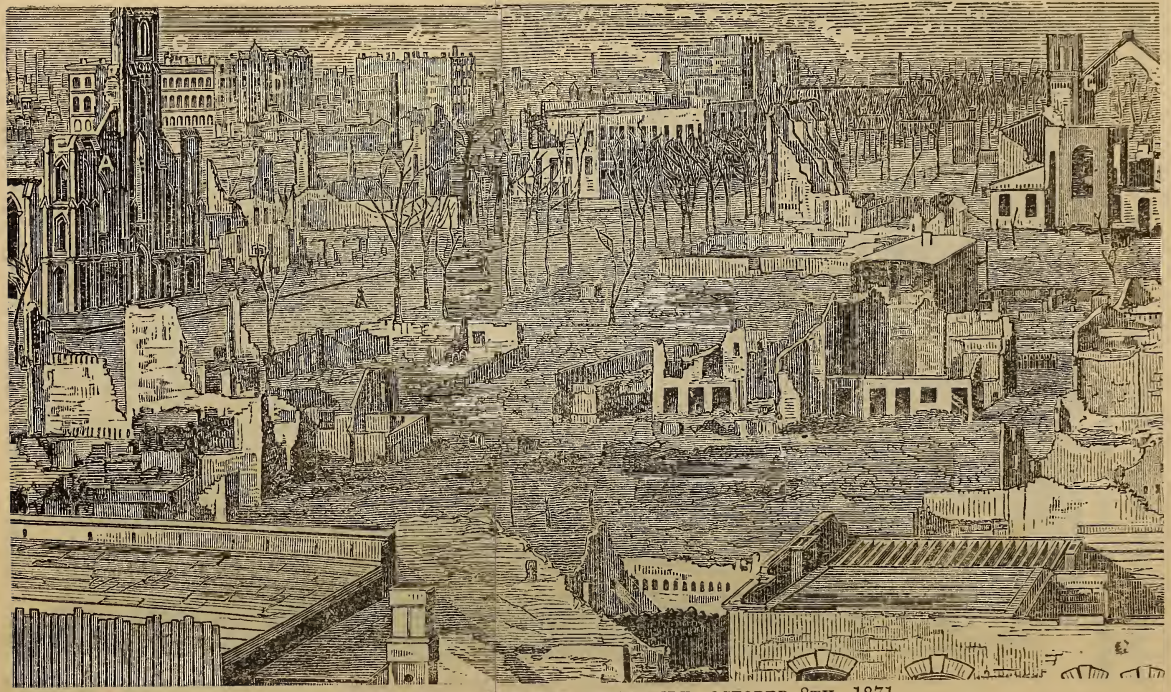
THE GREAT CHICAGO MASSACRE.

The site of the city is a gently inclined plane, the ground in the western part, 3 miles from the Lake, being from 15 to 18 feet above the level of the Lake. The streets

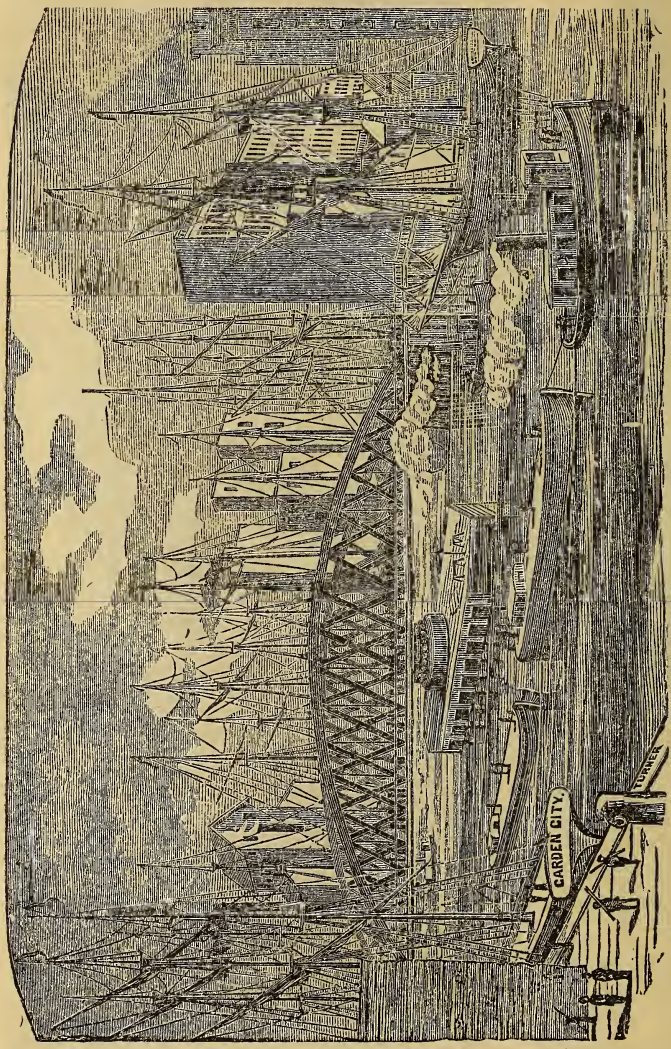
are generally eighty feet wide and are very regularly built. They cross each other at right angles, and are for

CHICAGO SIX YEARS AFTER THE MASSACRE.

the most part, paved with stone or with wood; many of them are from five to ten miles in length. Chicago is



CHICAGO ONE DAY AFTER THE GREAT FIRE, OCTOBER 8TH, 1871.



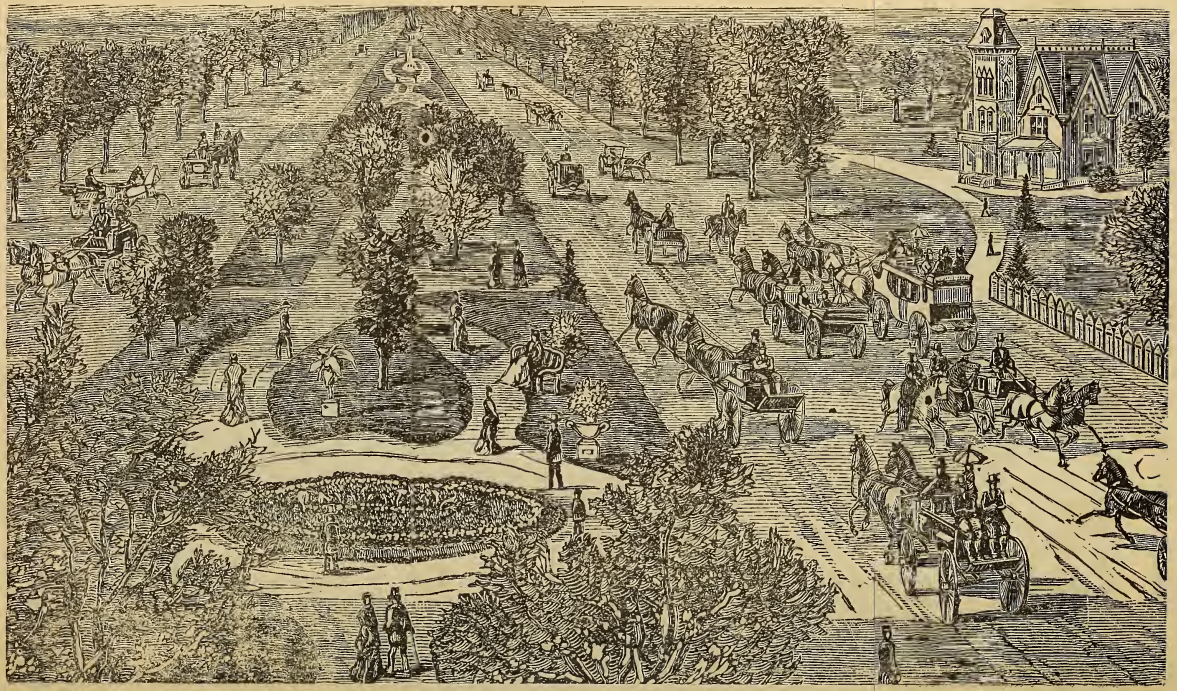
SWING BRIDGE OVER THE CHICAGO RIVER.

divided by the river and its branches, into three parts, known as the North, West, and South sides, which

are connected by about 50 bridges, while two stone tunnels connect the main avenues of travel leading from the city

THE GREAT FIRE—AS SEEN FROM THE LAKE ON THE NIGHT OF OCTOBER 8TH, 1871.

proper to the northern and western divisions. These divisions are subdivided into twenty wards, and contain

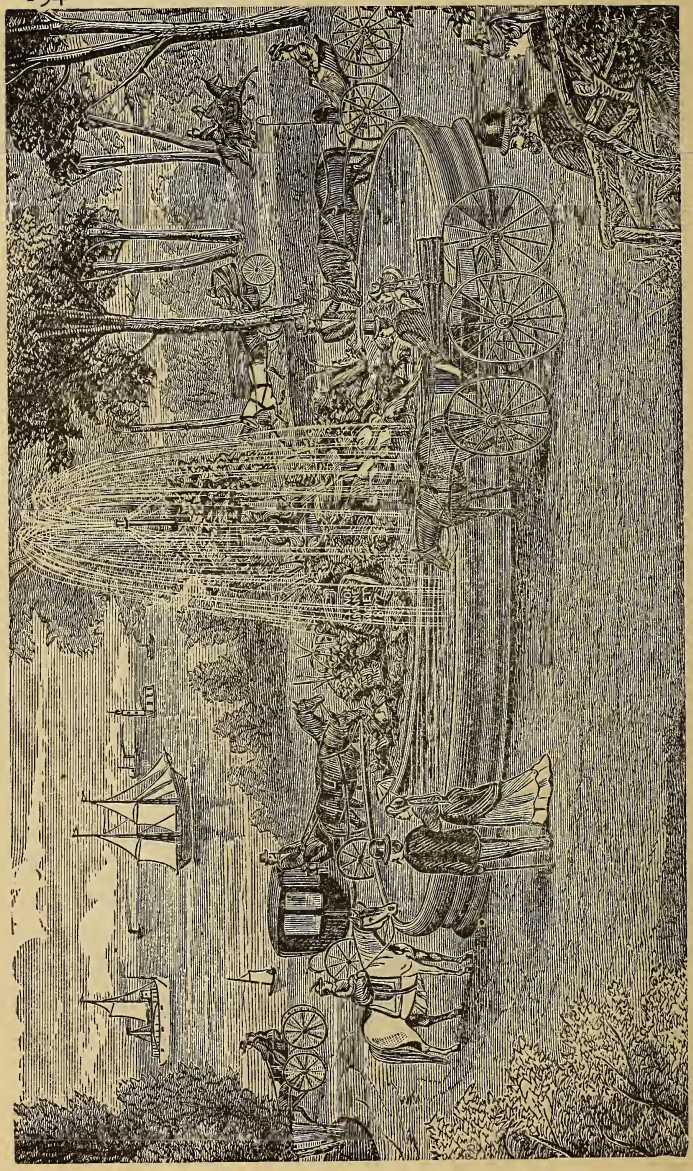


DREXEL BOULEVARD AND SOUTH PARK, CHICAGO.

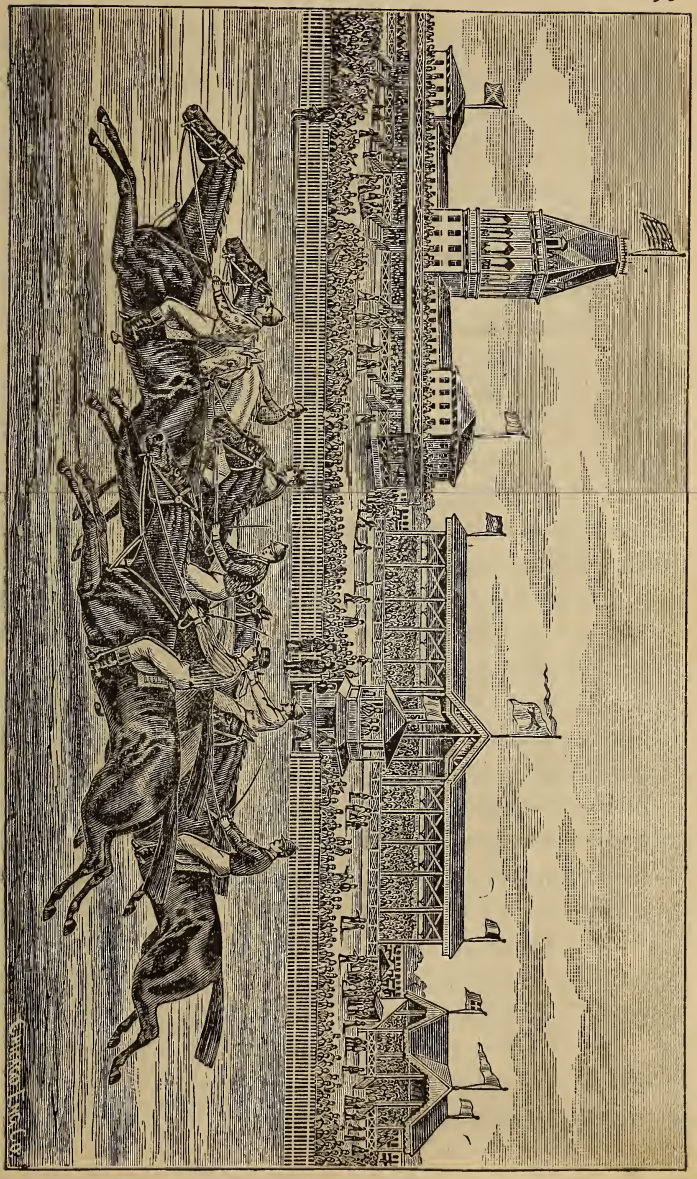
nearly 800 streets, avenues, and alleys. The river and ship canals afford a magnificent harbor for the largest vessels, for more than ten miles. At the entrance of the first there is a large iron light-house.

The city is beautifully laid out in broad and shady streets, the principal of which for business purposes is State Street, the "Broadway" of Chicago, while Michigan avenue, (which fronts along the Lake), Wabash avenue, Prairie avenue, South Park avenue, West Washington street, and North Dearborn street, are distinguished by the great number of princely edifices, which are perfect models of architectural design, and are adorned with rows of luxuriant trees. The system of parks and boulevards in Chicago is the most extensive of any city in the world. The Drexel, for instance, is 200 feet wide, from beginning to end, and is built on the model of the Avenue de L'Imperatrice, Paris, justly considered the finest boulevard in Europe. On South Water street are situated the principal warehouses and large wholesale stores, and in Lake street also, a large part of the wholesale business is done, while many of the largest and most elegant of the wholesale houses are now located on Michigan and Wabash avenues, making a gradual inroad upon a favorite residence locality. Among the objects of great interest in what the proud citizens call the "new Chicago," may be named the large and beautiful Lincoln Park situated on the Lake shore, north of the city, with its numerous charming drives along the shores of Lake Michigan, a very perfect zoological garden, a charming little lake, superb fountains, making it attractive as a drive or promenade.

Another favorite resort is Union Park, situated in the



LINCOLN PARK, CHICAGO.

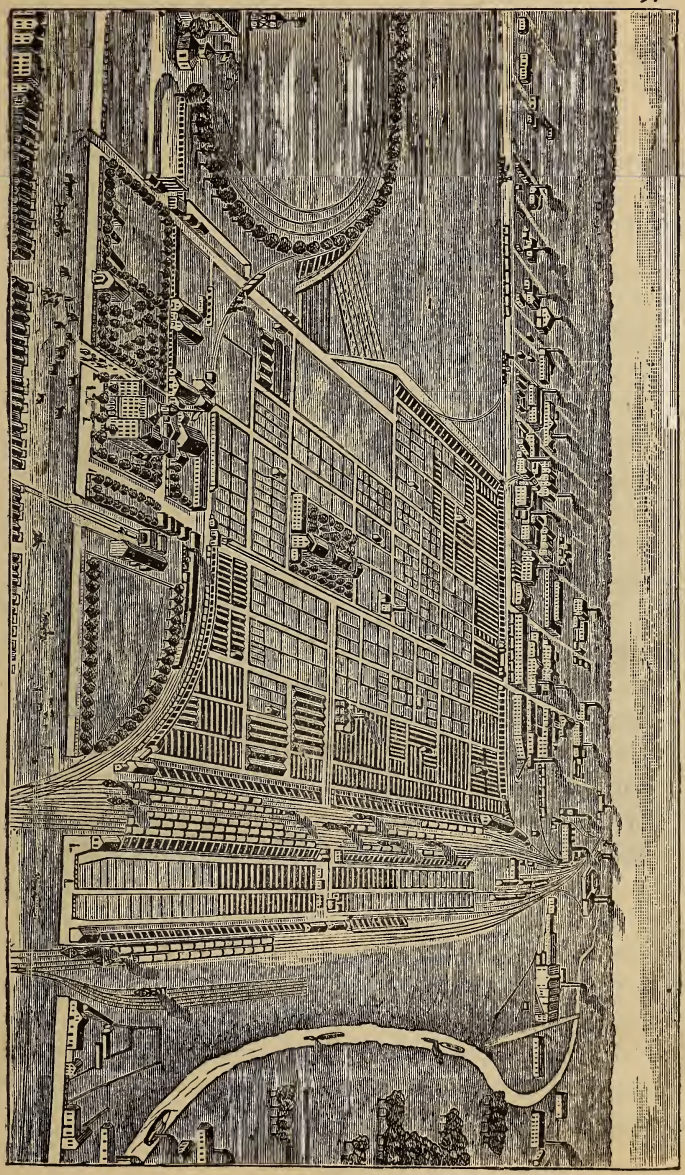


HAVERLY'S TROTTING PARK, CHICAGO.

western division, older than Lincoln Park, with beautiful lakes, fountains, &c., a complete zoological collection, pagodas, a music pavilion ; it enjoys great popularity as a place of promenade, and for the open air concerts given every evening during the summer. Besides the above mentioned parks there is Lake Park, with a beautiful location running down the Lake shore south of the city to Hyde Park and Hyde Park House, a favorite driving and bathing resort, at the southern extremity. The south and west side parks are very extensive and beautiful; Dearborn, Jefferson, and other minor parks and Haverly's Trotting Park, are also all well worthy of a visit. The principal cemeteries, Graceland, Rose Hill, Calvary, and Oak Woods, are beautifully laid out and kept in the most perfect order, and for those lugubriously inclined, a visit to them would, no doubt, be pleasant.

Chicago is also the greatest live stock market in the world. Lying at some distance west of the city are the great Union Stock Yards, which are a wonderful sight to see, being a little world in themselves. The amount of land controlled by the company is 345 acres, of which the yards and pens occupy 146 acres. The present capacity of these yards is 25,000 head of cattle, 100,000 head of hogs, 22,000 sheep, besides which there are stalls for 500 horses, making a total capacity of 147,000 head. Quite a large town has sprung up in the immediate vicinity, with post-office, bank, telegraph office, churches and schools. The yards are connected with all the railways centreing in Chicago.

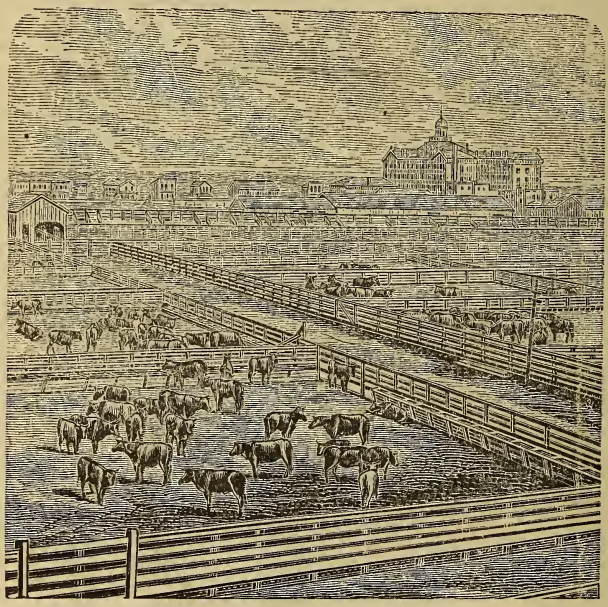
The lumber trade of this marvellous city has grown so much, especially of late, that it would perhaps not be wild to assert that Chicago leads the world in this branch



UNION STOCK YARDS, CHICAGO.

of business also. There are over 300 firms engaged in it, and between fifteen and twenty million feet of lumber are annually handled. The great pineries of Michigan and Wisconsin are the principal sources of supply.

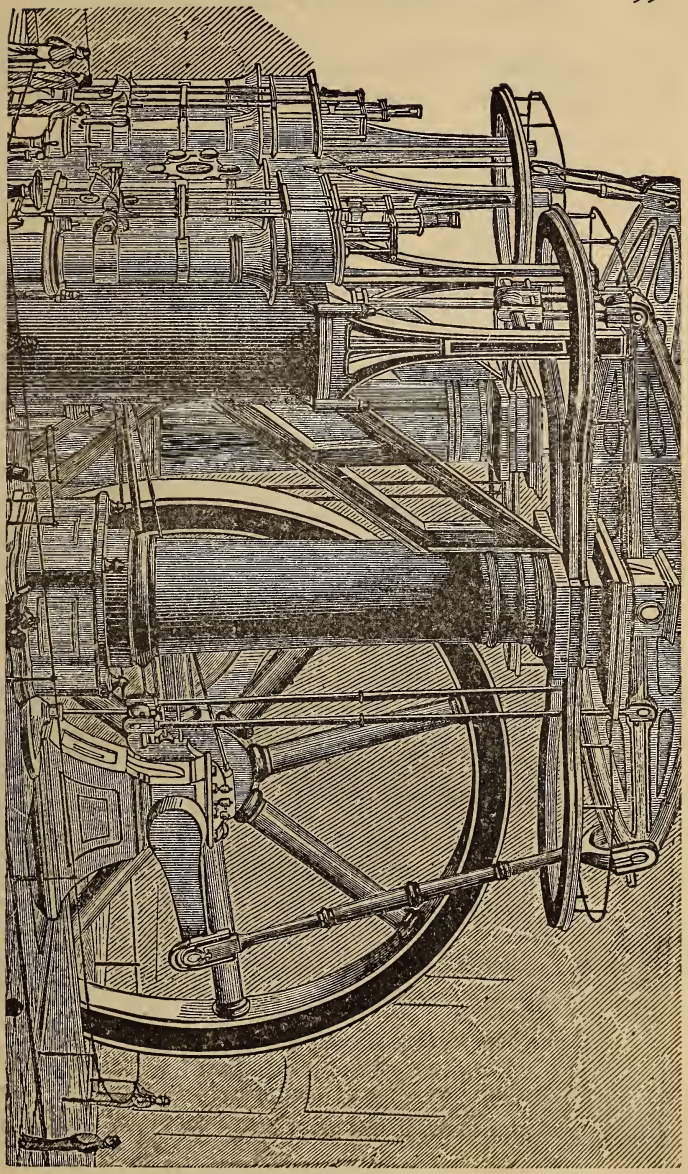
Another of Chicago's great industries is that of pork and beef packing, and a special feature is the great favor in



STOCK PENS AT UNION STOCK YARDS, CHICAGO.

which its summer packed meats have grown, both in this country and in Europe. The demand for the latter is steadily increasing.

Chicago is furthermore the greatest railway centre in the world, some forty-five lines coming into the city. There is a dash of grandeur in almost everything in the way of

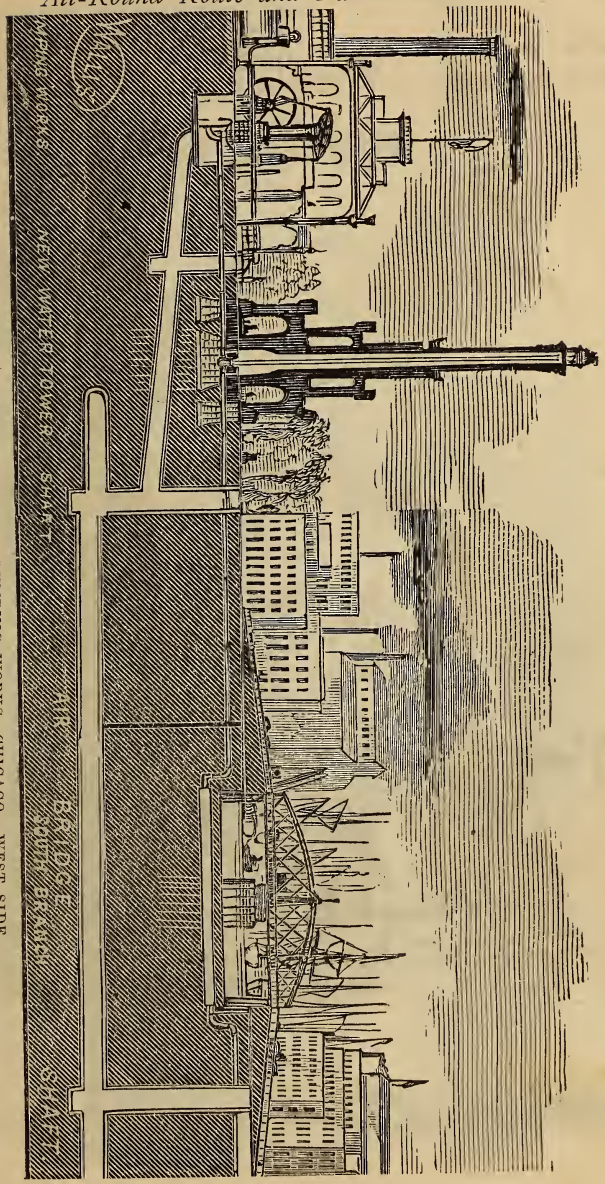


THE NEW ENGINE AT CHICAGO WATER WORKS, WITH PUMPING CAPACITY OF 74,500,000 GALLONS PER DAY.

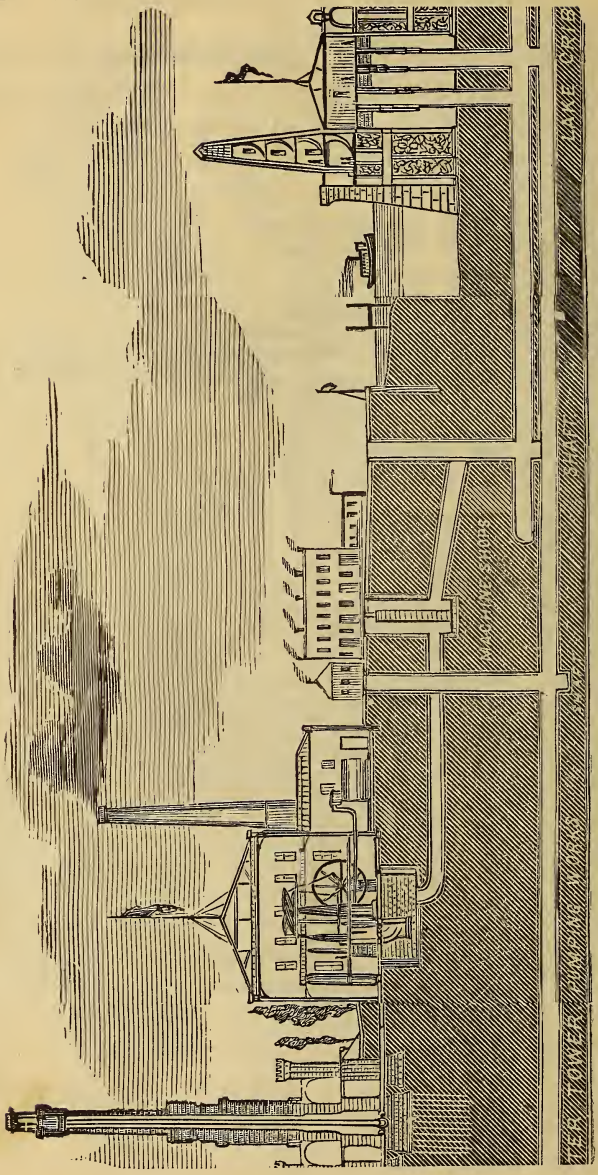
public works, undertaken by Chicago. The Water-works, which have been pronounced by those who are competent

THE NEW WATER WORKS AND TOWER, CHICAGO.

to judge, to be the finest and most extensive on the American Continent, if not in the world, are a proof of

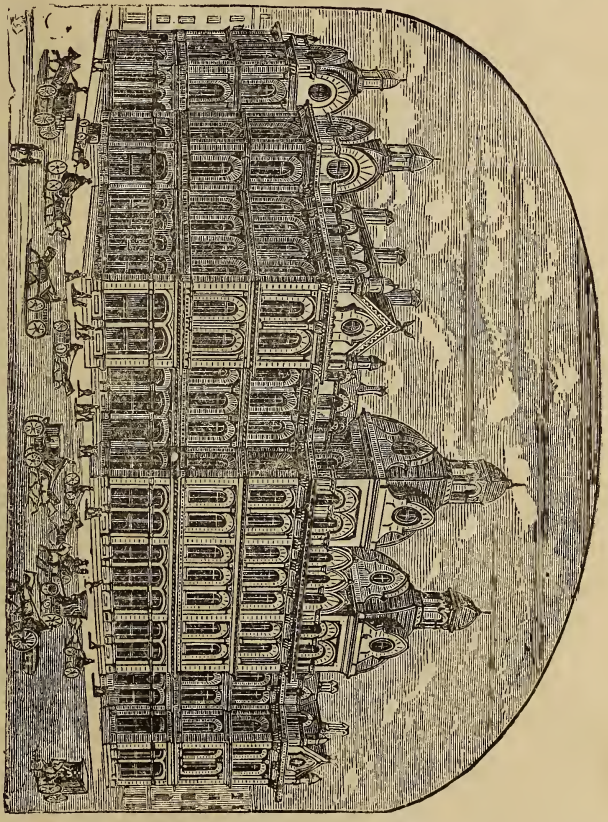


THE NEW WATER TOWER AND PUMPING WORKS, CHICAGO—WEST SIDE.



THE NEW WATER TOWER AND PUMPING WORKS, CHICAGO—NORTH SIDE.

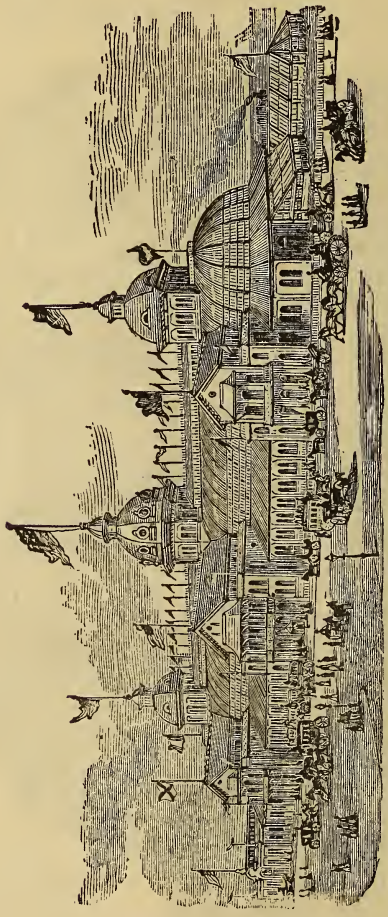
this. They consist of a water tower, 160 feet high, up which water is forced by four of the most powerful engines, having a pumping capacity of 74,500,000 gallons daily. The water comes through a tunnel extending two miles out



NEW POST-OFFICE AND CUSTOM-HOUSE, CHICAGO—OCCUPYING ONE WHOLE SQUARE.

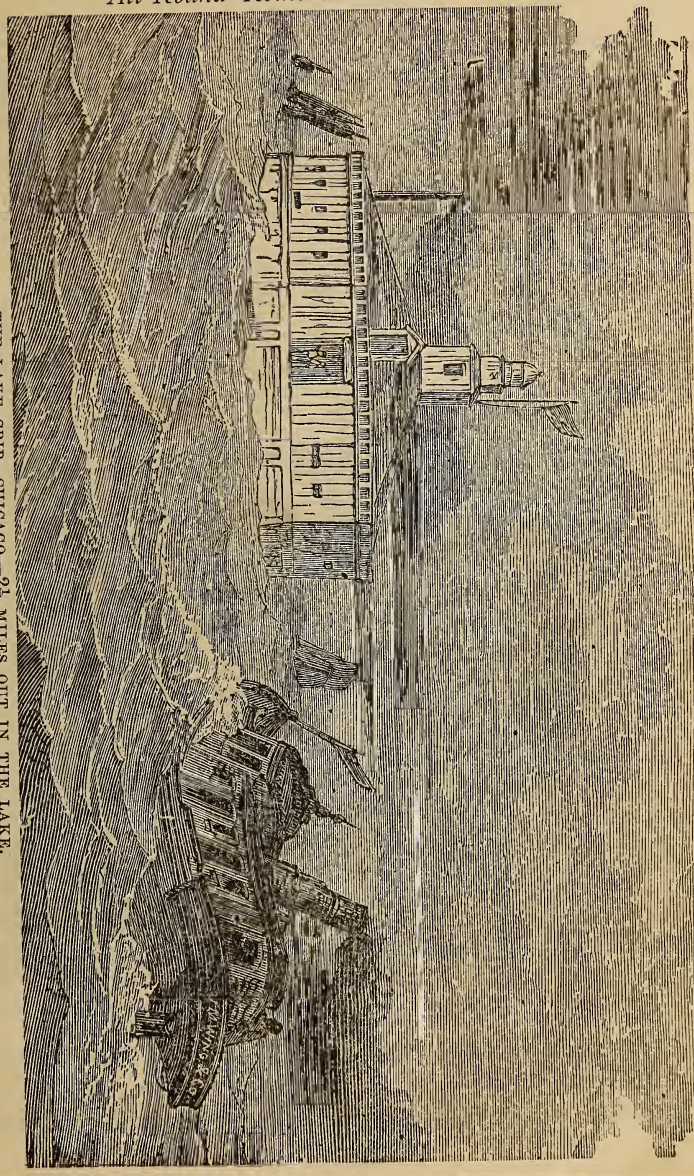
under the lake, thus securing perfect purity to the water, and another tunnel supplies the south-west portion of the city. There are also about 40 Artesian wells, which yield an abundance of water.

The terrible experiences of the city have prompted this extraordinary precaution against fire, and the



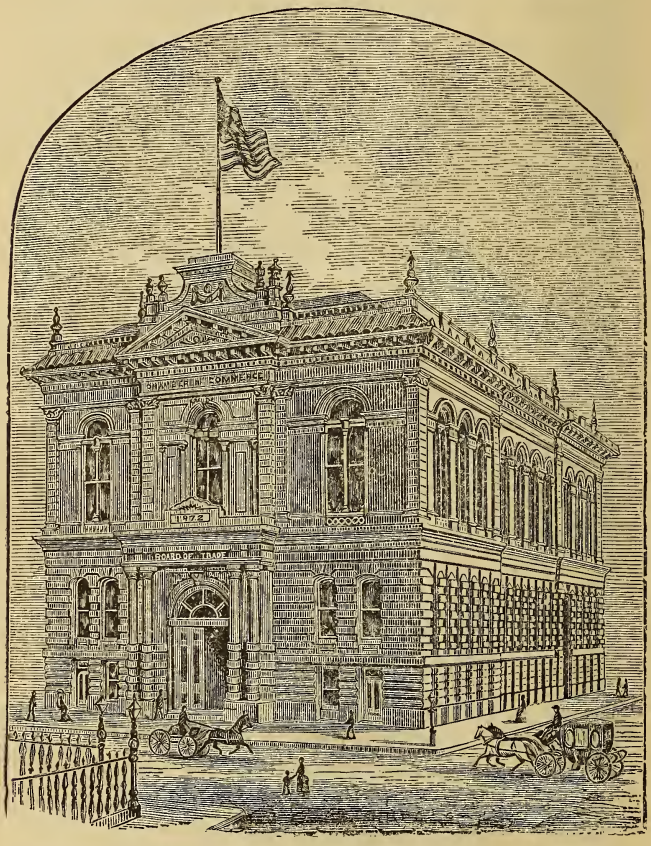
INDUSTRIAL EXHIBITION BUILDING, CHICAGO.

splendid building law now in force further provides against the same, by forbidding the erection of frame



THE LAKE CRIB, CHICAGO—$2\frac{1}{2}$ MILES OUT IN THE LAKE.

buildings of any kind, inside the limits of the city. No wooden cornice or wooden roof of any description is permitted, and no wooden building now in existence, if



CHAMBER OF COMMERCE AND BOARD OF TRADE BUILDING, CHICAGO.

damaged by fire to the extent of 50 per cent., can be repaired.

The public institutions of Chicago are in keeping with

its industrial and commercial standing. Its public schools are surpassed by none in the country, whether in regard to the beauty of the buildings, or the number of attendants. Special pride has been taken in this respect, and it is gratifying to know that Chicago leads the West in its encouragement of popular education. The Public Library, the nucleus of which was contributed by English, and other authors of renown, in 1872, now counts over 60,000 volumes, and the Academy of Sciences, which had lost its previous collection by the fire in 1871, is now rapidly recuperating both in its museum and library; colleges and academies of different denominations are numerous and flourishing, and the University of Chicago has a reputation second to none in the West. Asylums and hospitals, devoted to the sufferings of humanity are not only numerous, but carried on in a style of rare munificence.

So much worthy of description has crowded itself upon us, that we have omitted to mention the grain trade of Chicago, perhaps the greatest industry of the city. Chicago is not only the headquarters of the grain trade of America, but it is also the greatest grain market in the world. It has 25 elevators, with an aggregate storage capacity of 20,000,000 bushels of grain. The speed and dexterity with which vessels and cars are loaded and unloaded is perfectly marvellous, and no tourist should fail to go and watch the operation for a short time. To see how business is done in Chicago, and to form some idea of the immensity of the transactions, the tourist should by all means pay a visit to the Chamber of Commerce, situated corner of Washington and La Salle streets. It is considered one of the noblest and most complete

AS IT WAS
CHICAGO.
AS IT IS.

buildings of its class in the world. It was opened with very impressive ceremonies in the Fall of 1872, and Chicago is justly proud of this magnificent structure.

Chicago has many magnificent mercantile buildings, banking houses, stock exchange, &c., in which respect the re-built city far excels even its ambitious predecessor, and rivals all others.

With regard to Hotels no place in America can vie with Chicago; most of them being built since the fire, and furnished with lavish cost and great completeness. There is the Palmer House, a thoroughly fire-proof hotel, occupying the entire block in State street, between Wabash avenue and Munroe street. The Grand Pacific is not at all inferior to this, occupying a half block on Jackson, Clark, Adams, and La Salle streets. The New Sherman House in the central business part of the city, fronting on Clark and Randolph streets, is practically fire-proof, and watched with such unceasing care, that no one in any part of the house need feel the least anxiety; practical experience has proved the "Sherman" to be satisfactory in every respect.

The Tremont House, styled the palace hotel of Chicago, is located on the corner of Lake and Dearborn streets. This house has the world-wide reputation of being one of the finest structures of its kind on either continents, and is considered one of the features of the city, both in external architecture and internal arrangement; it possesses all the appurtenances of many a palace, with its spacious halls and luxurious suites of apartments, and commends itself to travellers of either continent as a type of that world-famous institution, the luxurious modern American Hotel.

LAKE ERIE
WATER WORKS
MAP OF
CHICAGO
ITS
Parks and Boulevards.
TWELTH ST
NEW WATERWORKS
LIMETS
BOULEVARD
SOUTH PARK
SOUTH PARK

The Gardner House is another of Chicago's favorite hotels, and for several years past has held the reputation of being one of the best managed hotels in the Western States, and we can truthfully assert that nothing of that reputation has been forfeited but rather added to, in late years, and if the enthusiastic reports of a thousand guests are to be credited, the management is as princely in its liberality as it is moderate in its demands on the purses of those visiting the Queen City of the Lakes.

Chicago has many very large and fine Railway Depots, for the accommodation of the many and extensive roads finding their centres there.

Among the extensive manufactories may be mentioned, The McCormack Reaper Manufactory, which is the largest of the kind in the world, situated on the corner of Blue Island and Western avenues, and the extensive bridge-building works of the American Company, situated on Egan avenue.

The principal places of amusement are Haverly's Theatre, corner of Dearborn and Munroe streets ; McVicker's, near the corner of Madison and State streets ; Hooley's, adjoining Sherman House block on Randolph, near La Salle.

Chicago is not only the terminus of the five great through trunk lines, from the Atlantic sea-board cities, New York, Boston, Montreal, Philadelphia, and Baltimore, but it is also the head of the several grand divisions viz, the Chicago, Rock Island, and Chicago, Burlington and Quincy, and Chicago and Northwestern Railways, which form the overland route across the Great West to the Pacific, as well as of the ever popular Chicago, Alton & St. Louis Railway, to St. Louis. Thence to

Kansas City, Mo., *via* the Wabash, St. Louis & Pacific Railway, or the Missouri Pacific. Thence next *via* either the Kansas Pacific Division of the Union Pacific, or *via* the Atchison, Topeka and Santa Fe Railways to all points in Kansas, Colorado, Montana, Idaho and New Mexico.

Leaving Chicago, if our reader will kindly follow us, we shall with pleasure conduct him to Milwaukee, and the many delightful summer resorts of the Northwest which may be reached either by rail or steamer.

FROM CHICAGO TO MILWAUKEE, AND THE FAMOUS SUMMER RESORTS OF THE NORTHWEST.

If the tourist can spare the time before returning to the east, a most enjoyable and healthful trip may be made by taking the magnificent steamers of the Goodrich line to Milwaukee, or by Railway, *via* the elegantly equipped trains of the Chicago, Milwaukee and St. Paul Railway, which is one of the best managed railways in America.

THE GREAT CHICAGO, MILWAUKEE & ST. PAUL RAILWAY;

THE ROUTE AND ITS CONNECTIONS,

CHICAGO TO ST. PAUL, AND MINNEAPOLIS.

SLEEPING CARS: Between Chicago and St. Paul, fare $2.00; between Milwaukee and La Crosse, fare $1.50—in addition to railway ticket. Parlor cars between Chicago and Milwaukee.

Trains leave the elegant, new Union Depot, at Canal, Madison and Adams Streets, Chicago, and sweeping through the City, passing through a large manufacturing

district, it soon crosses the north suburbs of the city and passes out on the uneven, wooden prairie bordering Lake Michigan. The line traverses Cook, Lake, Kenosha and Racine counties in Illinois, connecting at Western Union Junction, with the Racine and Southwestern Division, and 85 miles from Chicago arrives at Milwaukee,

THE CREAM CITY OF THE WEST,

and another of those wonderful western cities that have sprung into marvellous prosperity within the short cycle of one generation. It was settled in 1835; its population is fully 150,000, one half of which is German, and the impress of their peculiar habits of life is stamped upon the place. Milwaukee is a great lumber and flour emporium, and its beer is famous. Among its prominent public buildings are the Custom House, Court Houses and National Asylum for disabled soldiers. The streets are broad, and generally shaded. The chief hotels, are the New Plankinton House, the Newhall House, and the Kirby House. The Plankinton House is not surpassed by any house in the State. From Milwaukee to St. Paul, the journey is made by the Lacrosse and St. Paul Division of the Milwaukee and St. Paul Railway, which covers a distance of 341 miles in 17 hours; leaving here the St. Paul train turns west from the Union Depot, Milwaukee, crosses the Menominee river, and thence traverses the attractive park of the National Soldier's Home, with the institution itself on the north. At Brookfield Junction the Prairie du Chien Division is crossed. The line now enters Waukesha county which, alone, contains 58 of the Wisconsin lakes. This region, which is one of the most attractive in the Northwest, is much frequented

during the summer months. The residents of the country are more than one-half foreign. The railway skirts the shores of Lakes Pewaukee and Oconomowoc, and affords a momentary view of La Belle lake. From Watertown a branch line diverges south to Madison. Approaching Portage City the railway crosses the Portage Canal, connecting the Wisconsin and Fox rivers and forming a northern water communication between the Mississippi and the lakes. Father Marquette, the earliest Jesuit explorer, planted the cross in 1690 on the high ridge immediately north of the railway. Fort Winnebago was built on the same picturesuue spot and garrisoned in 1826. Jefferson Davis served there as First Lieutenant, but as the U. S. Secretary of State, 25 years after, he ordered the fort to be destroyed, and the Government reservation of 4,000 acres sold. Passing Portage and the pleasant dining station, the heavily wooded banks of the Wisconsin are approached. The dells of that river, which are both the wonder and the pride of the State, are above Kilbourn City, where the swift current has worn and eaten, and undermined a passage through the basaltic cliffs. The river contracts into a foaming eddying rapid at the gap. The railway crosses the river by a high bridge which affords a striking view of the rocky channel and the turbulent river below the Delles, the latter being accessible only by pleasure steamer from this point. The line now traverses Juneau county which in point of rugged beauty is one of the most picturesque in the State. Crossing the Lemonweir river near Mauston, the Necedah Branch is passed at New Lisbon. The border of Juneau county is reached at Camp Douglas Junction, where the railway passes a somewhat remarkable group

of rocky precipices. Connection is made here with the Chicago, St. Paul, Minneapolis & Omaha Line. Tomah is the Junction of the Green Bay & Minnesota R.R. and Sparta (view of Castle Rock on the right), of the Viroqua Branch. Arriving at North LaCrosse, the train runs backward one mile to the city of LaCrosse, whence it again turns west, crossing the Mississippi at the mouth of the Black river. Leaving the station the train crosses the Black and Mississippi rivers by an iron trestle and three costly iron bridges two miles in length. La Crescent on the Minnesota bank is the northern terminus of the Dubuque Division, and the Junction of the Southern Minnesota line.

SOUTHERN MINNESOTA DIVISION.

Through cars run via the Southern Minnesota line between Chicago (above route to LaCrosse), and the principal towns in Southern Minnesota and the Dakota frontier. From La Crescent the line traverses the rolling prairie of Houston county. Stages connect at Isinour's station for Preston, the county capital and centre of one of the largest wheat growing regions in the Northwest. West of Isinour's the railway ascends the heaviest grade in the State—520 feet in five miles—from the Rum River Valley to the high prairie land. At Ramsey connection is made with the Iowa & Minnesota Division and at Albert Lea (on Lake Albert Lea), with the Minneapolis & St. Louis Railway. Mankato Branch diverges from Wells. Winnebago is the crossing point of the Chicago, St. Paul, Minneapolis & Omaha Line. From Fairmont, Spirit Lake and Esterville are reached by stage. Beyond Jackson station the railway passes the

scene of the first murders in the Sioux massacre of 1862. The train enters Dakota beyond Pipestone and 10 miles west reaches Flandreau, on the Big Sioux River and 592 miles from Chicago.

Beyond La Crescent the St. Paul train takes the right bank of the Mississippi, following a narrow gallery at the base of rocky precipices rising 400 to 600 feet above the railway. Passing Winona the train quits the Mississippi, traverses woods and meadows and passes stations, Minnesota City, Minneiska, Weaver and Kellogg to Wabasha (Zumbrota Branch diverges), beyond which it returns to the Mississippi at the beautiful lake-like widening known as Lake Pepin. The train follows closely its west shore; the riparian scenery is of renowned attractiveness. Frontenac, near the head of the lake confronts Maiden Rock on the east shore. Forethought, guided by good taste and inspired by the beauty of the Mississippi valley, has designed this spot to be one of the most charming summer resorts in the Northwest. At Hastings, connection is made with the Hastings & Dakota Division. The line now recrosses the Mississippi. Beyond Newport the double spire of the German Catholic Cathedral at St. Paul is seen in advance. The train traverses a broad valley and enters St. Paul on the levee. The Minneapolis train again crosses the river above St. Paul, pursues a sinuous course along its west bank, running under the walls of Fort Snelling. After crossing the broad and shallow Minnesota, it passes within near proximity to the Falls of Minnehaha, and 12 miles from St. Paul, arrives at Minneapolis.

MILWAUKEE TO ST. PAUL, via PRAIRIE DU CHIEN.

From Milwaukee the traveler has a choice of two routes to St. Paul: via Prairie du Chien, the train traverses the rich farms of Waukesha county, passing the La Crosse Division at Brookfield Junction, and twenty-one miles from Milwaukee arrives at Waukesha, the county capital, which claims pre-eminence among summer cities for its medicinal springs, whose waters are largely exported. Beyond the town the State Industrial School for boys is seen to the right—a group of seven compact buildings, surrounded by a productive farm of 233 acres. Passing Genesee, North Prairie and Eagle, where the Elkhorn Branch diverges, the train soon reaches Milton Junction, there connecting with the Janesville and Monroe Branch. The picturesque Rock river is twice crossed near Stoughton. The railway, which now traverses rich meadows, soon commands a fine view of the Madison Lakes. Waukesha is skirted on the left, and approaching Lake Winona the heights of Madison are seen on the opposite shore, crowned by the capitol buildings. Branch lines diverge north to Watertown and to Portage City. As the train turns west from Madison, the woods and rich inter-vales bordering the Wisconsin river appear on the north. The railway passes stations, Middleton, Cross Plains, Black Earth and Mazomanie, beyond which it skirts the Wisconsin heights where the pioneer troops, under Captain (afterward President) Zachary Taylor, fought the decisive battle in the Black Hawk war, (July, 1832). The river is hidden by dense foliage till the railway crosses it at Spring-green, whence it is followed a short distance

and re-crossed at Lone Rock (Pine River Valley Branch). The line now traverses rich, uneven prairie and woodland with pleasing landscapes on either hand, and again crosses the Wisconsin, which is here broad and deep, beyond Boscobel. Approaching Prairie du Chien the train skirts the beetling cliffs of Magnesian limestone through which the waters of the Mississippi and Wisconsin rivers have worn deep channels, passes St. Mary's Convent on the right and stops at the large dining station on the river bank. The Mississippi here crossed amid picturesque scenery, and from MacGregor on the opposite Bank (Junction of the Dubuque Division), the train traverses the extreme north-eastern counties of Clayton, Winnishiek, and Howard, Iowa. Passing Postville (crossing of the Burlington, Cedar Rapids & Northern R. R.) and stations, Castalia and Ossian, Calmar is reached, whence the Iowa and Dakota Division turns west.

This line has made accessible the millions of acres of fruitful prairie in Iowa and Dakota which are traversed by the railway for 350 miles west from Calmar. At Charles station connection is made with the Illinois Central R. R. and at Nora Junction with the Burlington, Cedar Rapids and Northern R. R. Mason City is the northern terminus of the Iowa Central R. R. and the junction of the Austin Branch (C. M. & St. P. R'y.) The Sioux City & St. Paul R. R. is met at Sheldon, and at Canton, Dakota, branches diverge to Sioux City, Sioux Falls, and Yankton. From Mitchell, 570 miles from Chicago, the line is being constructed to the Black Hills.

Leaving Calmar the St. Paul train turns northward,

passing stations, Conover, Ridgeway, Cresco and Lime Springs on the high, rolling prairie, beyond which it enters Minnesota in Mower county, a wheat producing district, settled largely by the Scandinavians. Austin is the capital. Beyond here the railway reaches Ramsey, there crossing the Southern Minnesota Division, and traverses the fruitful Steele county. The Straight river is met at Owatonna (Winona & St. Peters R. R. Junction), and followed as far as its confluence with the Cannon at Faribault. The State Asylum for the Deaf and Dumb, St. Mary's Convent and the Seaburg Divinity School are picturesquely situated on the hill to the right. Beyond Northfield, where the State observatory supplies the standard of time for St. Paul and Minneapolis, the train crosses the Hastings & Dakota Div. at Farmington, thence passing stations, Rosemount and Wescott, beyond which it descends the rugged and picturesque valley of the Minnesota at its confluence with the Mississippi. The old army and trading posts of Fort Snelling constructed in 1819, confronts Mendota Junction on the right bank. The railway skirts the bluffs, affording momentary glimpses of the striking scenery below. The Minneapolis line turns to the right, crossing the Minnesota river and reaches Minneapolis in six miles. The St. Paul train follows the Mississippi a short distance, crossing it above St, Paul, and enters the town under the bluffs, the terminal station being on the levee, no breakage or detention having been made in the journey. This well-equipped and popular railway over which we have journeyed from Chicago and Milwaukee presents to the tourist some of the most striking scenery to be found in the Great North-west. Prairie, lake,

and valley scenery follow in rapid succession, so that no one becomes weary of the monotony of the journey.

St. Paul is situated at the head of navigation on the Mississippi, and its location is admirable. It is an historic spot, having been visited in 1680, by Father Hennepin, a celebrated Franciscan missionary and traveller. It was he who discovered and named the Falls of St. Anthony. Eighty-six years after, Jonathan Carver went there and made a treaty with the Nandowessie Indians, in what is now known as Carver's Cave. In 1840, Vital Guerin built a log house, where Ingersoll's Hall stands at present, and in the same year Father Gauthier, a Roman Catholic missionary, arrived and built a log church, which he called St. Paul's, and from that was named the Capital of the State.

Referring to the State Capital Building, it is situated on high ground and occupies an entire square and is built of brick. It contains the State Offices, Legislative Chambers, State Law Library, and the Collection of the State Historical Society. There are several large public schools in the city; the State Reform School is in the suburbs. St. Paul Bridge, 1,730 feet long is worth seeing. It is of wood, resting upon stone piers, and is an inclined plane ascending from the high bluff at the foot of Wabashaw street to the bottom lands of west St. Paul; the largest river steamers can pass under it. The present population of St. Paul is 45,000. The environs are very picturesque, including a number of lakes and the Minnehaha Falls, immortalized in Longfellow's Hiawatha.

Leaving St. Paul, a distance of 12 miles brings us to Minneapolis, which is a thriving and beautiful city built

in sight of the Falls of St. Anthony, with their one hundred and twenty thousand horse-power and succession of fine rapids.

The city is beautiful and well located for a great manufacturing centre, which it is. A fine suspension bridge above the Falls connects the two parts of the city, comprising the original Minneapolis and the former city of St. Anthony, now united. The city itself is of very fine appearance, with wide, clean streets, elegant business blocks, hotels and residences, which, in point of style are nowhere excelled.

We notice here the same life and activity found in St. Paul, and, in fact, throughout the north-western country. Minneapolis is the capital of Hennepin County, Minnesota, and has a population of upwards of 50,000. It is 420 miles North-west from Chicago, and is one of the most populous and flourishing cities in the State. Among its most beautiful and prominent buildings are the U. S. Custom House, the Music Hall and Post-office. Minneapolis is a very large manufacturing city, and possesses the finest and largest available water-power in the world.

In the vicinity of Minneapolis are a number of very interesting attractions; among others the Silver Cascade, Bridal Veil Falls, a deep cone opposite the Falls of St. Anthony on the east side, and several beautiful lakes, the drives to which from the city are very pleasant, the scenery beautiful, and the roads in fine condition. Among the smaller lakes within easy reach of the city, noted for their beautiful scenery and the opportunities they offer for enjoyment, are Harriet, Cedar, and Medecine lakes. Fifteen miles from Minneapolis is Lake Minnetonka—"Big water," in the language of the Sioux,—which, by reason

of its extent and superior attractions, is becoming one of the most popular watering-places in the State. Arriving at Wayzata, the railway station of the St. Paul, Minneapolis and Manitoba Railway at the Lake, the attention of visitors is attracted by the large fleet of steamers lying at the wharves awaiting the arrival of the trains. These steamers ply regularly between Wayzata and the village of Excelsior, on the opposite side of the Lake. Numberless sail and row boats are also on hand. This beautiful Lake is composed of a series of bays, some twenty-five in number, which form a chain of what appears to be distinct lakes, but they are joined by estuaries, many of which are navigable by the steamers. Lake Minnetonka has long enjoyed a wide reputation as a resort for the tourist, and particularly the sportsman, drawn thither by the excellent fishing and shooting. The hotel accommodation is good and ample for the entertainment of a large number of guests.

THE FAMOUS SUMMER RESORTS OF THE NORTH-WEST.

THERE are so many views of transcendent beauty in this region, it would be impossible to give them without swelling this volume to unwieldy proportions; we must fain content ourselves with the few we have collected, as occasion offered. We have not taken pains to arrange them methodically in the order in which they occur in a trip, but promiscuously, like the collections in artists' studios, which are best arranged when not arranged at all. And here, we may say, there is not one fancy sketch in our whole gallery, every scene is from nature, and to be found exactly where stated.

In the Eastern States, the Summer resorts are numerous and attractive, and their fame is national; but the cost of reaching them and the high rates of living there deter many from making the trip, and calculations for a summer vacation are often made on the basis of Newport, Long Branch or Saratoga prices, and the idea of a summer trip in any other direction is abandoned on account of its cost. Now, it is needless to remark that almost any man who should hear of a plan which would obviate these objections and enable him to send his family to an agreeable Summer Resort, would hasten to take advantage of it.

It is really remarkable how little is known of the beautiful scenery and charming society at the watering-places of the Great North-west. In this section, every variety of climate, air, water, scenery and society can be found every summer; and with the single exception of surf bathing in salt water, there are no natural advantages the Eastern resorts can boast of, that cannot be found in an equal degree of perfection in the North-west. What points of picturesque beauty can the popular resorts in Massachusetts, New York or Pennsylvania show superior to those of Wisconsin and Minnesota? In what respect can the medicinal waters of Saratoga claim superiority over those of Waukesha, Waukegan, Sparta, Palmyra, and other places? Who that has hunted in the woods and on the prairies of Wisconsin and Minnesota, whipped the trout streams of Michigan, and trolled for black bass on the Wisconsin lakes, would expect to find anything more attractive East?

WISCONSIN,

The "Badger State," is yearly becoming more widely

and more favorably known to the summer tourist, and to the seeker after rural pleasures. While comparatively a new State, it is yet old in many respects. As long ago as the middle of the seventeenth century, it was visited by French missionaries and traders, who took home with them glowing accounts of the fertility of its soil; of the splendor of its scenery; of the freshness of its odorous pine-clad hills; of its flashing, dazzling, rapid running streams, full of many kinds of fish; of its clear, deep, cold, pure and beautiful lakes, of which the State has many hundreds; and of its delightful, balmy and invigorating summer climate. The stories of these advantages were not lost on the beauty-loving French, and soon colonies were formed for the settlement of this beautiful "Neekoospara," as they had learned to call from the Indians, the country we now name Wisconsin.

OBJECTS OF INTEREST TO TOURISTS.

Scattered, if we may so speak, all over the State, can be found objects of interest to the lover of the picturesque and not a few of interest to the antiquary. Scattered over her undulating plains are found earthworks, modelled after the forms of men and animals, that are evidently the work of a race different from that which possessed the country at the period of the arrival of the French. At Aztalan, in Jefferson county, is an ancient fortification, seventeen hundred feet long and nine hundred feet wide, with walls five to six feet high and more than twenty feet thick; this, with another near the Blue Mounds, near Madison, resembles a man in a recumbent position. Another, near Madison, in Dane county, resembles a turtle; one at the south end of "The Devil's Lake,"

in Sauk county, closely resembles an eagle; and one near Cassville, in Grant county, on the Mississippi river, resembles the extinct mastodon. The Blue Mounds, in Dane county, rise to two thousand feet above the surrounding country, and are prominent landmarks in that prairie country. This State shares with Minnesota the beautiful Lake Pepin, an expansion of the Mississippi river, mostly walled in by precipitous shores which rise in places to five hundred feet. Connected with almost every cliff or promontory along the shores of this beautiful lake, are legends of the Indians who formerly had homes there. Along the rivers of this State are found many beautiful falls, rivalling those of the older States. In the St. Louis river are "The Dalles," which have a descent of three hundred and twenty feet. The Dalles of the St. Croix are also well known. Quinnessee Falls, in Menomonee river, have a perpendicular pitch of over fifty feet, and a general descent of one hundred and fifty feet in a mile and a half, besides many other rapids, where the river tosses and dashes through narrow and tortuous defiles. The Chippewa Falls and Big Sull Falls might also be noted. Along the Wisconsin river are many grand and picturesque views.

ELKHART LAKE.

This charming lake is situated 62 miles north of Milwaukee, covering an area of about 600 acres, very irregular in outline, with jutting bluffs, beneath whose shades the crystal water slumbers, so pure and clear that the white sand at the bottom can be plainly seen at a depth of 20 to 25 feet. This lake is entirely spring-fed, having no inlet; it affords good boating and fine fishing,

and there is good duck shooting on the "Big Marsh" of the Sheboygan River, within a mile and a half of Elkhart. The high location of Elkhart, some 300 feet above the level of Lake Michigan, renders it very healthy, and, being only 15 miles from the shores of Lake Michigan, a cooling breeze generally prevails. The hotel accommodations are first-class.

GREEN BAY

Also lays claim upon the tourist, the Fox river and bay offering fine yachting, and Bass Channel good fishing.

PENOKEE.

At this point, 324 miles from Milwaukee, is some of the wildest scenery in Wisconsin. Bad river and Tyler Fork come rushing through their beds of solid rock, in a constant wild struggle for supremacy over the barriers confronting them at every point, forming many cascades and pretty falls. The falls are a mile apart, about the same distance from the point where the two streams unite, thence being known as Bad river, flowing north. Its onward career is one of unceasing difficulties, particularly at the narrow gorge through which the wild waters force their way with resistless force and great velocity. All the points named are reached in a short walk from the railroad, and through passengers for Ashland and other Lake Superior points, should not fail to "lie over" at Penokee to enjoy one of the most beautiful scenes on the entire journey.

LAKE GENEVA,

Seventy miles from Chicago, is blessed with charming scenery and a lovely sheet of water, which was called by

the Indians, Kish-wa-ke-ta, signifying crystal water. Later it was known as Big Foot, from its resemblance to the human foot. Its shores are, in places, bold ; in others, undulating ; here topped with grand old forests of oak ; there, opening into a rolling country.

LAKE ZURICH,

Named after one of the most bewitching lakes of Switzerland, is one and a half hour's ride from Chicago, on the Wisconsin division of the Chicago & North-Western Railway. Lake Zurich is belted round with groves of timber, and abounds with pickerel and black bass.

GREEN LAKE, WISCONSIN.

This magnificent sheet of pure spring water, situated a short distance from Green Lake Station, on the Sheboygan and Fond du Lac Railroad, has become a favorite resort, and one of the most successful competitors for the patronage of summer tourists. Situated in a charming landscape, with forests of stately oaks and far-stretching prairies with fine drives, its scenic attractions are unsurpassed. The lake is one of the largest in the State, comprising forty-five square miles, resembling Lake Michigan in shape. It affords the finest fishing, and is famous for its duck shooting, while the facilities for rowing and sailing are nowhere better.

Green Lake derives its name from the color of its water. The scenery of its shores varies from beautiful grassy slopes to high, rocky cliffs, bordered with evergreens, presenting the greatest diversity of physical character. The lake is not a "pretty little mill pond ;" on the contrary, it has crested waves of formidable pro-

portions, and when lashed into foam looks anything but placid.

LAKE PEPIN

Is an expanse of the Mississippi river, 5 miles wide and 25 long, a sheet of water of crystalline purity and beauty unsurpassed. Not an island dots the surface to obscure the view of its surroundings and castellated rocks, relieved by mounds of gentle outline, rivalling the most romantic portions of the Rhine.

ST. PAUL AND MINNEAPOLIS

Are both situated so as to be within easy carriage-driving distance of the Falls of St. Anthony, Minnehaha Falls, Carver's Cave, Fountain Cave, White Bear Lake, Bridal Veil Falls, Lake Como, Fort Snelling and the Fawn's Leap—all worthy of a visit.

LAKE MINNETONKA,

15 miles from St. Paul, is made up of a series of bays, some 25 in number, which form a chain of what appears to be a succession of distinct lakes, but joined by estuaries. The banks covered by a heavy growth of forest trees; the numerous jutting points, some steep and abrupt, others sloping gently to the water's edge; and the numerous islands covered with the living green of the foliage, combine to form a picture of varied beauty most pleasing to the eye. This lake has over 300 miles of shore, and all who have visited it pronounce it as unqualifiedly the most interesting and beautiful place in the Great North-west.

MINNEHAHA FALLS

Never fail to charm the visitor. "Laughing Water"—

with a gentle leap over a wall of almost perpendicular rock, the stream breaks into a million braided rills, falling like a shower of diamonds and snowflakes, the foam below rising in a veil of mist. A pathway leading under the fall gives an opportunity to view it from behind. A stairway and bridge lead to the wild basin, into which the water pours.

"In the land of the Dakotas,
Where the Falls of Minnehaha
Flash and gleam among the oak trees,
Laugh and leap into the valley—"

LAKE ELMO.

No more delightful and comfortable resort for the summer wanderer can be found in the North than this charming lake, which is located but a few miles from St. Paul.

The lake is unsurpassed in beauty by any other in this "Land of Lakes," the crystal sheet lying nestled beneath prettily sloping banks, on which stand shady groves. Tiny bays, where fragrant water lilies try to hide their dainty beauty, appear at intervals, and shady nooks invite to their delicious coolness.

PRIOR LAKE.

This magnificent body of water is seven miles long, in some places nearly two miles wide, and, like most of the forest lakes, its shores are irregular and uneven, points extending out into the water in many places, dividing the body of water into bays, giving a shore line of some sixty miles.

At the south end, divided from Prior Lake by a narrow strip of land, is Spring Lake, a handsome sheet of water, nearly circular in form. Prior Lake is fed from

Spring Lake, which derives its supply from a very large spring that boils up out of the ground some miles away. There is no visible outlet to Prior Lake, and the water probably passes off into the Minnesota river through a subterranean passage. Surrounded by a growth of large timber, with high banks, and some ten islands in its midst, Prior Lake combines all the elements of beauty and picturesqueness peculiar to our forest lakes, and is famed for the inexhaustible supply of fish contained in its waters. The varieties of fish are the same contained in other Minnesota lakes, but the bass caught there are far ahead of any found elsewhere.

DALLES OF THE ST. CROIX.

The rapids, falls and dalles of St. Croix extend for a distance of about six miles, and the river in that distance has a fall of sixty-three feet, and is only second to St. Anthony Falls in amount of power that might be utilized for manufacturing purposes.

The massive pile of rocks forms solid perpendicular walls at some points on both sides of the river, while at other places the rocks are piled on each other in irregular masses of disjointed fragments, to a great height. In wandering over the rough pile, we see everywhere the evidences of igneous action which has split and crumbled the trap rock, leaving it in similar appearance to half-burnt lime rock. In ages past the face of the falls must have extended to the lower end of the Dalles, as we find traces of the regular wear of flowing water everywhere on the surface, fifty feet above the present level of the river. The condition and appearance of these rocks is exactly similar to what might be supposed to follow the

sudden lifting of a body of rock by a blast beneath, that was strong enough to throw it from its natural position into the air, rending it asunder and then settling back, leaving the surface a shapeless heap. One of the curious evidences of the work of water is to be found in the natural wells. These are to be found in great profusion, of all sizes and shapes. Some of perfectly circular formation like a stove funnel, but without an opening at the bottom; others are broken out at the sides, or have outlets below. We went into one from below, that was ten feet in diameter, and as many in depth, with sides worn perfectly smooth, but irregular in shape, as though made by a whirlpool.

WHITE BEAR LAKE.

Twelve miles from the city of St. Paul, on the St. Paul and Duluth Railroad, is located one of the pleasantest summer resorts to be found in the Northwest. Having the advantage of being situated about equi-distant from the three largest cities of Minnesota, viz., St. Paul, Minneapolis and Stillwater, with all of which places it is connected by rail, it has become the custom for friends in the cities to make it a place of re-union, and many are the picnics that make the shores of the beautiful lake lively during the bright and pleasant summer days.

THE GEM OF MINNESOTA.

White Bear Lake has many attractions not possessed by other popular resorts in the State, and is not like any other lake that we have seen. The lake itself is a beautifully clear sheet of water, some 3½ miles in length by 2¾ miles in width, with a very handsome island nestling in its centre. The depth of water reaches in places some

50 feet, and the shore line is about 30 miles; the area of water surface being 2,625 acres, or 6 1-10 miles. It has a pebbly beach, where agates and cornelians are as abundant as at other Minnesota lakes.

These lakelets seem to have been placed in just the right spots where they can be accessible from the cities, by a mere half hour's ride, and the transition from the bustle and confusion and heat of business to the cool shade, the crisp, green grass, the easy soothing motion of the fairy yacht, or the bracing breeze that sends the billows across the deck, are astonishing in its healthful effects upon young and old. Did you ever consider how easy it was to enjoy the good things of life and at how little expense, and how much less it would cost to keep up the vigor of your manhood or womanhood by breathing the pure air of the country, and engaging in out-of-door recreations, than it does to dig and delve day after day, and swallow any amount of nauseous drugs, to drive away the ills that result from too close confinement and lack of exercise? If our men and women invoked the aid of nature oftener, in its pure simplicity, and enjoyed what has been created for them, they would have better health than they now possess. But we must hasten on our return journey to the east, via the Chicago Milwaukee & St. Paul Railway as far as Milwaukee. and thence by the Detroit, Grand Haven & Milwaukee Railway Company's elegant new line of steamers to Grand Haven, where they connect with the railway owned by that Company running to Grand Rapids and Detroit. From our own experience we can truly say, that in fine weather this is a most lovely journey.

GRAND HAVEN AND SPRING LAKE.

THE curative properties of the Grand Haven and Spring Lake mineral waters, together with the fine air and good hotels, have given these points a position among the noted watering places of America, scarce dreamed of by their founders. Annually large numbers flock to the life-giving waters, while many come to escape the heated atmosphere of more southern climes.

Few people form a true conception of the great celebrity these waters are justly gaining. They hear and speak of Grand Haven as being a place of healing waters, and summer resort, but do they, or do you, gentle reader, know how largely these waters are being used, and how many people come to Grand Haven every year to enjoy its beauties? The principal hotels are the Cutler and Kirby, which are first-class in every detail.

While at Grand Haven, the guest may enjoy the unequalled facilities for boating and fishing to be found there. Boating is always a pleasure, and we know of no finer opportunity to enjoy a row or sail than presents itself at Grand Haven. The visitor may proceed down the river to its mouth, and, with lady friends, picnic on the beach of grand Lake Michigan—that great unsalted sea—or he may go up the river and eat his lunch on the banks thereof, where may be found many charming places; or, may pause at Spring Lake, that pleasant place to troll for black bass. In fact, the pen fails to record the truly deserving praise which the tourist will utter when on the spot, viewing with his own eyes the loveliness of the wood and water, and taking with his own hand the struggling fish.

GRAND RAPIDS, (Mich.)

IS a very beautiful and flourishing city, the second in the State, and 31 miles from Grand Haven; has nearly 35,000 inhabitants, and many large manufactories. It is a miniature Chicago in business enterprise and rapidity of growth. The tourist will not regret a day spent in Grand Rapids. It has many attractions for the stranger that become positively charming upon a closer acquaintance. The beautiful and varied charms of Reed's Lake claim attention, among others of as attractive a nature. This lovely sheet of water lies three miles from the city, and is reached by street cars that run at frequent and regular intervals. Once on the spot, boats can be procured for rowing or sailing on the water, and fishing tackle for ensnaring the finny denizens of the deep. There are also steam yachts for the use of picnic parties or individuals, and plenty of secluded spots for the pleasure aud enjoyment of those who seek shady nooks and sequestered dells. To the devotees of Terpsichore, those who delight to "trip the light fantastic toe," the excellent dancing halls and fine music provided will prove irresistibly attractive. There is a good hotel at Reed's Lake, which is well patronized by the fashionable people of the city.

From Grand Rapids we shall make a slight detour, *via* the Grand Rapids and Indiana Railroad to Northern Michigan, for Grayling, Bass and Trout. If you are fond of fishing you cannot do better than take a trip to the Northern portion of Michigan, which is easily reached from this point *via* the Grand Rapids and Indiana Railroad, now popularly known as the

"FISHING LINE,"

presenting many attractions to the invalid, the tourist and the sportsman.

The triangular portion of Michigan, lying between the Straits of Mackinaw on the north, the Grand Rapids and Indiana Railroad on the east, the Manistee River on the south, and Lake Michigan with its indentations on the west, offers a hitherto comparatively unknown region with many spots which, once visited, always command a return. The mighty sea, that

"Breaks o'er its cold gray stones,"

can not surpass in beauty the bays of Lake Michigan. The streams swarm with the finest fish, and the many beautiful lakes scattered throughout the forests are rare jewels set by the hand of Nature. Entrancing views, a bracing and invigorating atmosphere, with plenty of sport, certainly should not be overlooked by the pleasure-seeker and sportsman. To the Grand Traverse region we draw particular attention. It is embraced in the counties of Leelanau, Grand Traverse, Antrim, Charlevoix, and Emmet.

HEALTH.

The healthfulness of this region, like its scenery and fishing, is unsurpassed. The soil is dry, there is no stagnant water, and the air is clear and bracing. Fever and ague, while existing in other parts of the State, are scarcely known here; indeed, the atmosphere and pure water seem to be *the* panacea for these ills. Many people annually visit Traverse City, 145 miles from Grand Rapids on the Grand Rapids and Indiana Railroad. The visitor, upon alighting from the cars, finds himself upon a

narrow peninsula of sand, formed between the Boardman river and the Grand Traverse Bay. On facing the bay, he looks with wonder at the vast stretch of water before him. Away to the north, it reaches as far as eye can discern. The shores of the bay, heavily fringed with evergreen, are reflected in the clear, bright water, with a witchery charming to behold. The water of the bay, and of all the streams in this region, is remarkably pure and clear. In the bay, a piece of crockery, or any white object, can be distinctly seen at the depth of thirty feet or more.

Traverse City is one of the best sporting centres in the far-famed Grand Traverse region. The bay affords the rare sport of trolling, and the still rarer sport of deep water fishing for Mackinac trout. The inland lakes in the vicinity are numerous and well stocked with black and rock bass, pickerel, muskallonge, etc.; the Boardman river, emptying into the bay at this point, is one of the finest trout streams in Northern Michigan; the Manistee, the famous grayling stream, is easily accessible, while the whole surrounding country is marked by brooks and smaller streams, every one of which appears to be the native home of the speckled trout. Among the principal lakes in the immediate vicinity are: Cedar Lake, 3 miles; Bass Lake, 8 miles; Betzie Lake, 12 miles; Long Lake, 8 miles; Carp Lake, 7 miles; Boardman Lake, ½ mile; while a dozen of smaller lakes or ponds within a radius of twelve miles furnish easy and excellent fishing. At Traverse City, tents, boats, teams, guides, fishing tackle, bait, and all the et ceteras of camp life, or for a day's fishing, can be procured at reasonable rates.

MACKINAW.

THIS lovely island is one of the finest Summer Resorts in Northern Michigan. Its locality, scenery, bathing, boating and fishing present irresistible attractions to the tourist, invalid, and sportsman. For hay fever and asthmatic affections, its air offers speedy relief. Many people regularly resort to Mackinaw Island every summer for the cure of these diseases.

The objects of interest and curiosity are British Landing, Friendship's Altar, Scott's Cave, Sugar Loaf, Arch Rock, Fort Holmes, Maiden's Rock, Fairy Arch of the Giant's Stairway, Leaning Rock, Robinson's Folly, Devil's Kitchen, Lover's Leap, Skull Cave, Chimney Rock, Battle Ground, Parade Ground, Fort Mackinaw, Mission House, Island House and School House.

All of these points are accessible on foot or by carriage, and can be visited in a single day. Vehicles can always be obtained at fair rates. Nearly all the places can be visited by boat, also. For fishing parties or excursions to the adjacent islands or the mainland, a steam yacht is always in readiness. The cost of this trip, when prorated, hardly ever amounts to more than $1.00 each.

For the history and various legends attached to all these truly interesting places, we have no space, but an accurate account of the island from the first occupation by the whites, down through the various Indian raids and massacres, can be purchased on the island at the leading stores.

Mackinaw is also reached by the steamers of the Northern Transit Co., from Chicago ; or the steamers of the Lake Michigan & Lake Superior Co., from Chicago.

Alpena is most readily accessible from Detroit to Bay City, via the Detroit & Bay City R. R. From Bay City, a steamboat leaves for Alpena every day except Sunday, at 1.30 p.m., and arrives at Bay City from Alpena daily, except Sunday, at 5.30 p.m. During the present season there will be a steamer three times a week between Alpena and Mackinaw Island.

A very attractive trip could be made through this locality, taking in St. Louis with its Magnetic Springs, then returning to Bay City taking steamer to Alpena, where a stay can be made delightful in the extreme. As special low rates of fare will be in vogue for this business, the trip will be so cheap that doubtless many will be attracted thither during the present season.

Fish of Northern Michigan.

The Grayling, unlike the Trout, do not hide beneath roots and logs, but lie motionless on the clear white sand, and will rise from a depth of ten feet to what seems to them a delicate morsel, but which in reality is a "brown hackle," which is the most killing fly for the June fishing. The "black gnat" is also good. Like the trout, they will sometimes refuse to rise to the tempting fly; then, if you wish, resort to angle worms or a bit of pigeon or red squirrel, and you will be pretty sure to take them. One could not pass a week or two more delightfully than on some grayling stream. They are chiefly found on the Au-Sable, Muskegon, Grayling, Hersey, Pine and Boardman rivers.

Black Bass are found in almost every part of the State. The pluck, endurance and dominating kind of resolution which they plainly show against the right and propriety

of their capture, give them rank among the denizens of fresh water, not essentially different from the Salmon of salt water.

Brook Trout, Pickerel, and Pike abound in the streams and afford fine sport to those who know how to fish. Besides varying the route from Grand Rapids, the traveller can continue his journey by the Detroit, Grand Haven & Milwaukee Railway to Detroit. From Detroit the Great Western Railway will convey the tourist back to Suspension Bridge (Niagara Falls).

Niagara having been already described, we shall decide upon the route to be taken for Toronto. There are two means of getting there, one by water and the other by rail. On a sunny, calm day, nothing can be more pleasant than the water excursion, by the magnificent side-wheel palace steamer "Chicora," which daily makes two trips each way across Lake Ontario. between Toronto and Lewiston. If this route is decided on, the tourist will find the cars ready to take him to Lewiston. From Niagara to Lewiston the railway follows the course of the river, running along the high ridge overlooking the rapid stream, until we arrive at Lewiston Station. Omnibuses and cabs will be found in attendance to take passengers down to the steamer, which lies about half a mile off. Another route open to the tourist is that by the Canada Southern Railroad, which leaves Fort Erie, opposite Buffalo, N. Y., and skirting the shore of the Niagara River runs past Niagara Falls, and terminates at the old town of Niagara, at the mouth of the river of the same name, where connection is made with the steamer referred to, as starting from Lewiston, N. Y.

LEWISTON.

THIS village is situated at the head of navigation, on the lower Niagara, and is a place of considerable importance. It lies three miles below the Devil's Hole, and seven miles below the Falls.

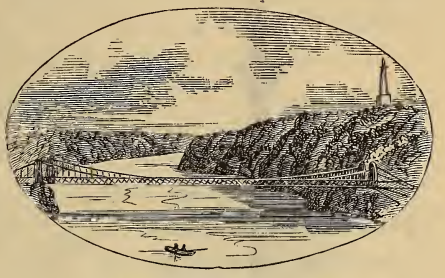
It is an exceedingly pleasant and very well built village, but its commercial prospects have been very much injured by the construction of the Erie and Welland Canals. It contains, besides a proportionate number of stores and hotels, churches of all the various denominations, and an academy of considerable size. In 1812, it was the headquarters of General Van Rensselaer, of the New York Militia.

Once embarked, we pass along Niagara River for about seven miles, the current still running very rapidly, until it finds its way into Lake Ontario.

At this point the great Lake Ontario is reached, the landscape ends, and the sky and the world of waters are all that is seen of the kingdom of nature. It is one of the most sublime experiences of American travel, this first meeting in the heart of the continent, face to face with an inland sea; and familiar as one may be with the names of the great lakes, and associated as they are in his mind with commerce, transportation, and business, the first impression on the tourist is still that made on the great discoverer of the source of the Nile when the dazzling sheen of the magnificent Albert-Nyanza first startled his triumphant gaze.

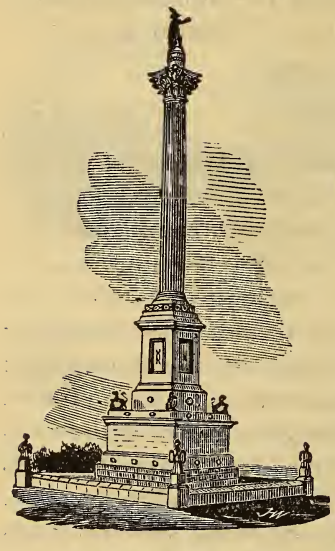
QUEENSTON.

This is a small village situated nearly opposite Lewiston, and contains about 300 inhabitants. It was the Canadian termination of the bridge, and is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. The bridge here shown was unfortunately carried away by ice during the winter of 1864. The village is pleasantly situated, but it has suffered from the same causes that have retarded the growth of Lewiston. Near this point the river becomes more tranquil, the shores appear less broken and wild, and the change in the scenery affords a pleasing transition from the sublime to the beautiful. The Monument shown on page 242 stands on the Heights of Queenston, from whence the village derived its name. The present structure occupies the site of the former one, which was blown up by a miscreant named Lett, on the 17th April, 1840. The whole edifice is one hundred and eighty-five feet high. On the sub-base, which is forty feet square and thirty feet high, are placed four lions, facing north, south, east and west; the base of the pedestal is twenty-one and a-half feet square, and ten feet high; the pedestal itself is sixteen feet square, ten feet high, surmounted with a heavy cornice, ornamented with lions' heads and wreaths, in alto-relievo. In ascending from the top of the pedestal to the top of the base



QUEENSTON SUSPENSION BRIDGE.

of the shaft, the form changes from square to round. The shaft is a fluted column of freestone, seventy-five feet high and ten feet in diameter, whereon stands a Corinthian capital, ten feet high, on which is wrought, in relief, a statue of the Goddess of War. On this capital is the dome nine feet high, which is reached by 250 spiral steps from the base on the inside. On the top of the dome is placed a colossal statue of General Brock.



BROCK'S MONUMENT.

The only stoppage made between Lewiston and Toronto is at the town of Niagara, 16 miles from the Falls. Passengers from the Clifton House can be brought by the cars down to this town without crossing to the American shore, and embark on board the splendid steamer "Chicora," which here lies ready for the *beautiful trip across the Lake.*

NIAGARA.

THIS is one of the oldest towns in Ontario, and was formerly the capital of the Province. It is situated where the old town of Newark stood, and is opposite to Youngstown. It faces the river on one side, and Lake Ontario on the other. The trade of this place has been largely diverted to St. Catharines since the completion of the Welland Canal; and the other towns upon the

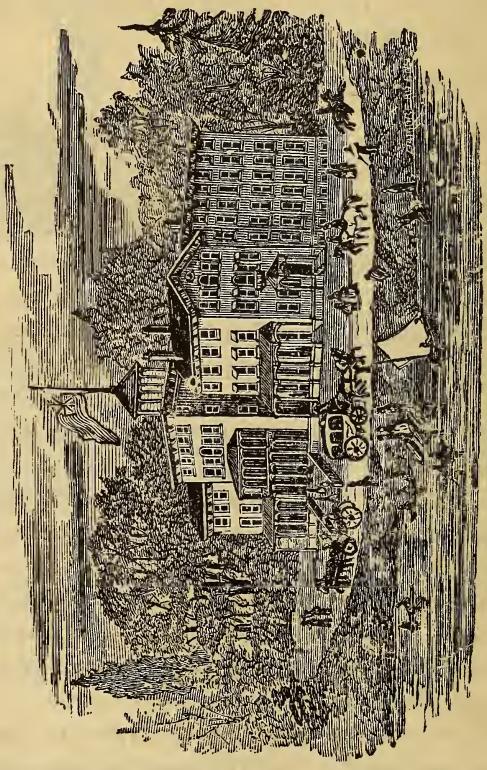
Niagara River have suffered in common from the same cause. Its surroundings are full of varied and historical interest. The Queen's Royal Niagara Hotel, under the management of Mr. Winnett (of the firm of McGaw & Winnett, of the Queen's Hotel, Toronto) is open for guests during the summer season.

THE QUEEN'S ROYAL HOTEL

Has, under the management of Messrs. McGaw & Winnett, become noted as a delightful SUMMER RESORT. It has many cheerful surroundings, being splendidly situated opposite Fort Niagara, in a beautiful grove at the mouth of Niagara River, where it debouches into Lake Ontario, and only fourteen miles from the world-renowned Niagara Falls. Among the numerous places of resort for tourists and families who desire to get away from the heated walls of our large cities, during the warm summer months, we know of no better place to recommend than the Queen's Royal, for it is really a delightful retreat. Here will be found a beautiful shelving beach extending for more than a mile, making the locality a most desirable one for bathing; dressing-rooms are located on the beach. Nor is this all of its pleasures; *here the facilities for boating and fishing are unsurpassed, as the famous bass and pickerel beds of the Niagara river are opposite the hotel,* which has ample accommodation for three hundred and fifty guests. Below we present a fine cut of the hotel. Tourists holding tickets via New York Central Railway, take the boat at Lewiston for Niagara, or Toronto tickets via Canada Southern Railway, take the cars at Buffalo or Clifton to Niagara direct, Tourists are privileged to stop at Niagara or Toronto.

Board from $12 to $15 per week. Both these hotels are under the management of Messrs. McGaw & Winnett.

Almost immediately after leaving Niagara village, we pass between the two Forts, Niagara and Massasauga; the former garrisoned by American troops, and the latter,

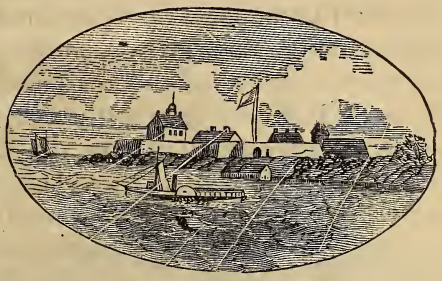


THE QUEEN'S ROYAL HOTEL, NIAGARA.

in by-gone days, by the soldiers of Her Majesty Queen Victoria. These two forts are so close together, that it is said, on a calm night, the watch-words, as given by the troops on changing guard, could be heard distinctly from one side to the other, across the water.

NIAGARA.

This fort stands at the mouth of the Niagara River on the American side. There are many interesting associations connected with this spot. During the earlier part of the past century, it was the scene of many severe conflicts between the Whites and the Indians, and subsequently between the English and the French. The names of the heroic La Salle, the courtly De Nouville, and the gallant Prideaux, will long retain a place in the history of this country. The village adjacent to the Fort is called Youngstown, in honour of its founder, the late John Young, Esq.



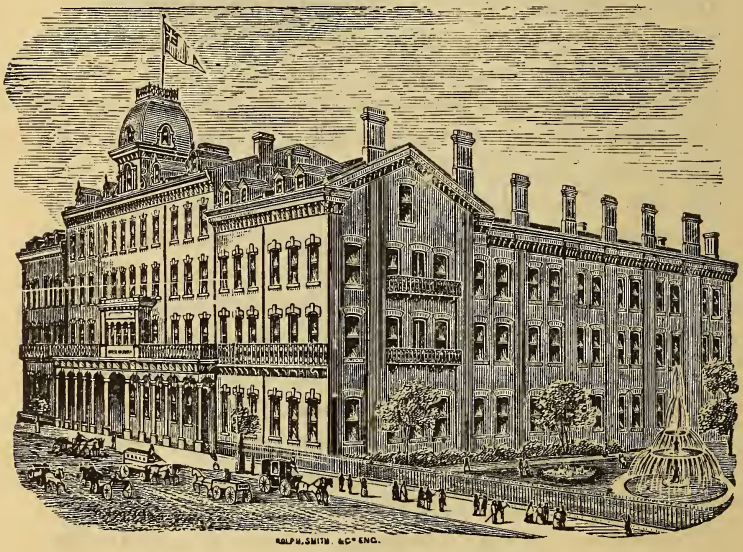
FORT NIAGARA.

Within the last few years important repairs have been made around the Fort, and the entire wall has been constructed anew. Here was fought the battle of the 24th July, 1757, in which Prideaux, the English General, fell, and after which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

From this point we strike out into the lake, and in the centre almost lose sight of the land behind, before we discern the city of Toronto, immediately in front of us. The view of Toronto from the water is very fine indeed, and its public buildings and wharves shew it to be a city of importance and prosperity.

TORONTO

IS not only the Capital of the Province of Ontario and one of the most flourishing cities in Canada, but it is one of the most progressive cities in Her Majesty's Dominions. It is situated on a beautiful bay separated from the lake by a peninsula known as Gibraltar Point, which serves to form a safe and well-sheltered harbor. TORONTO may justly feel proud of its hotels, which are scarcely inferior in size, and quite equal in magnificence to any in American cities, and as the tourist will doubtless desire to remain over in Toronto



QUEEN'S HOTEL.

for at least a day or two, and visit its many points of interest, we will, therefore, direct him where he will be assured of every comfort and attention. The QUEEN'S HOTEL, of which we present a cut, will be found

strictly first-class in all its appointments. It has long been celebrated for its home comforts, perfect quiet, excellent attendance, and the peculiar excellence of its cuisine, and has been patronized by Royalty and the best families. It is most delightfully situated near the Bay on Front Street, and it is one of the largest and most comfortable hotels in the Dominion of Canada, and has earned a wide and well-merited celebrity, under the management of its present proprietors, Messrs. McGaw & Winnett, who are experienced hotel-men, and gentlemen who know how to cater for the wants of guests. The beautiful and spacious grounds, with lawn tennis, chivalerie, and croquet lawns, render it very desirable for those who may require recreation. It is open all the year, and has ample accommodation for 350 guests. A passenger elevator, with all modern improvements and appliances, will be found in it.

The queen city, Toronto, formerly Little York, was founded in 1794,—in 1832, it had 2,800 inhabitants; in 1841, 15,300; in 1851, 40,000; in 1861, 44,800; in 1871 50,600; and the census of 1881 will be about 90,000. This beautiful city, which is in the form of a parallelogram, is built with great regularity, and its streets are always clean and well paved, spacious, and well lighted with gas. The houses and private residences are generally well built and substantial, and in the principal thoroughfares have often an elegant appearance. Its public buildings are numerous, very substantial, and many of them beautiful and well worthy of inspection by all tourists and visitors. It is the seat of Law and Provincial Government, and the headquarters of the Educational Department of the Province. Many of the dwel-

CITY OF TORONTO—FROM THE LAKE.

lings and business structures are built of brick, which has a light, soft and pleasing tint. Toronto has increased in wealth and population of late years more rapidly than any other city in the Dominion. Toronto was founded in 1794 by Governor Simcoe, who gave it the name of York, which was changed after it was incorporated as a city in 1834 to Toronto—meaning in the Indian language, "The place of Meeting." It was twice captured by the Americans in 1813, who destroyed all the fortifications and burned the public buildings; since then, enterprise and capital have taken the place of shot and shell, and at the time of writing Toronto can with pride boast of some of the finest buildings of their kind in America, among which may be mentioned the Lieut. Governor's mansion, a princely residence; the Normal School and Trinity College, both fine edifices; the University of Toronto, one of the finest buildings in America, and estimated second to none on this side of the Atlantic as a seat of learning. The Style of architecture is Norman with such slight deviations as the climate demands, and is a building of which any city may justly feel proud of possessing. It is situated in a large beautiful park whose avenues are ornamented with stately trees, etc., and approached by College Avenue, which is one half mile long and lined with double rows of beautiful shade trees. Adjoining these beautiful grounds on the east is the Queen's Park, which comprises about 50 acres skilfully laid out; here may be seen a monument (consisting of a brown-stone shaft surmounted by a magnificent marble statue of Britannia). This monument was erected to the memory of the Canadians who fell in repelling the Fenian invasion of 1866. Osgoode Hall, in Queen street (named

after the first Chief-Justice of the Province), is another imposing building of the Grecian-Ionic style and surmounted by a beautiful dome, and contains a library and rotunda unequalled in America. Among the other public buildings may be mentioned the Masonic Hall. The Young Men's Christian Association is a beautiful building at the corner of Queen and James sts., and has the largest hall in the city. The Lunatic Asylum, Custom House, Merchants Fxchange, Government School of Technology, and new Post Office, are all worthy the notice of the tourist. There are over 50 churches, and about 15 banks, and many of these edifices are strikingly beautiful.

Among the most striking buildings of recent construction is that erected by the Mail Printing Co'y. in 1880, on the corner of Bay and King Sts. The structure is in the modern French style of architecture, and consists of four stories and a mansard with a handsome tower, built of white brick, with red brick facings. The upper part is laid out in airy and commodious offices, and the whole building is a standing evidence of the prosperity of the Company under its present management. After years of vicissitudes, during which it was only deepening the foundations of future success, the Company is now reaping the reward of enterprise, persistency, and liberality in catering for the mental gratification of the public, and to-day issues a paper, both daily and weekly, which has the largest circulation of any paper in the Dominion, and with which no paper in the Dominion can compare in the requisites that go to make up a first-class journal.

Of all the cities of the Dominion of Canada which aspire to the distinction of being recognized as great job-

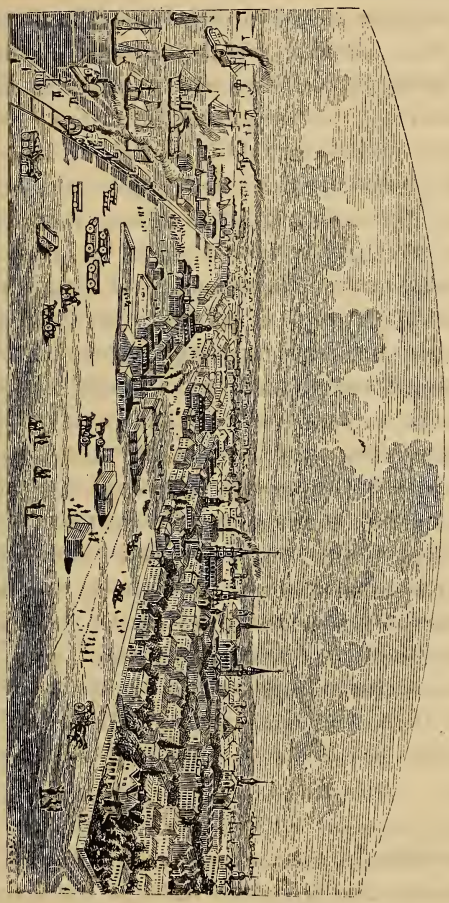
bing markets' Toronto is eclipsed but by one—Montreal, and all other cities of the Dominion fall far below it in the aggregate of wholesale transactions per annum, and the immense trade that centres in Toronto is from all parts of the country.

Toronto has numerous manufactures, among which are extensive foundries, tanneries, breweries, distilleries, furniture, carriage, reaping and mowing machine manufactories, starch, glue, soap and candle factories, (the largest of which is Geo. W. Morse & Co's establishment, which has an enviable reputation throughout the length and breadth of the Dominion); extensive rope-walks, paper flour-mills are also to be found, in fact every line of trade is represented there by business firms whose characteristics are such as to warrant us in speaking of them in eulogistic terms. As a rule, Toronto jobbers are men who exercise a high degree of enterprise in the prosecution of their various ventures; they are men who believe that whatever is worth doing at all is worth doing well, and so they cultivate their trade, aim to develop friendly feeling, and to secure business to themselves and to the city, by bands which shall be as soft as silk, yet as powerful as steel. This policy has been fruitful of results, too, which are easily appreciable.

Among the firms which take front rank in business and enterprise is that of Messrs. R. & F. Watson, wholesale confectioners. The firm occupy large, handsome, and commodious premises on the corner of Jarvis and Duke Sts., and by their ability, assiduity, and integrity have built up an extensive business, which is daily increasing. Their goods are pure, and prepared in first-class style, and consequently are favorites in the market.

Toronto has a splendid harbor, which admits of vessels of the largest size navigating the lakes; it is remarkably well sheltered, and affords great facilities for its extensive and constantly increasing trade. Upwards of half a dozen Railways centre in Toronto—among which are The Grand Trunk, Great Western, Northern, Hamilton and North Western, Toronto, Grey and Bruce, Toronto and Nipissing, and Credit Valley Railways. Telegraph lines radiate from the city in all directions, magnificent steamers during the season of Navigation ply to all the lake and river ports, and it is well worth one's while to take up a position at the wharfs, or at any of the depots where a commanding view is to be had of incoming and outgoing trains and steamers during the season. The number of shrewd business-like looking men to be seen with grip-sacks or sample cases in hand, evidentiy belonging to the genus "traveling salesman," is almost incredible, and all who are familiar with the faces of Torontonians will note the fact that the great majority of this class of the traveling public thus seen are representatives of business houses of Toronto. We have no disposition to discuss the merits or demerits of the "drumming-system," but it is a fact that several hundred commercial travelers are sent throughout the country by the business men of Toronto. These representatives of the wealth and business activity of the city come and go singly and in groups. They penetrate the country in every direction —National lines do not deter them, and the great Republic is visited. Toronto is thus advertised from one confine of the country to the other, a trade aggregating millions of dollars per year has thus been built up, and a notoriety gained that savours of greatness, in

consequence of which, as the months and years go by, there is attracted hitherward an immense business that rests upon a healthful basis, and that can but continue



CITY OF TORONTO—FROM NEAR THE RIVER DON.

increasing in importance. Among the other hotels to be found in Toronto, not previously mentioned, are the

Rossin, Walker and American, any of which will afford visitors first-class accommodation.

Having viewed Toronto, we arrange for the continuation of our tour eastward, which may be done either by boat or rail. If we choose the former, we avail ourselves of the superior accommodation afforded by the boats of the Richelieu & Ontario Navigation Co. (Royal Mail), which leave their wharf daily for Montreal. Travellers can go on board, obtain their state-rooms, and make the passage of the Lake; but "as variety is charming," our tourists can, if they prefer it, go as far as Kingston by the Grand Trunk Railway, on one of the Pullman Palace Cars, which are now attached to both day and night trains upon this railway, and there take the steamer. This is one of the advantages of taking a joint ticket at Niagara Falls, which enables the holder to travel by either rail or boat, and in this way the option of conveyance is with the passenger, giving him the opportunity of consulting his own convenience or inclination, after arrival at Toronto. Tourists arriving from Niagara Falls can have a few hours in Toronto, take the evening train, and reach Kingston in time to connect with the steamer which left Toronto the same day. For a short distance, the train runs along the banks of the Lake, which is then lost sight of altogether. After leaving Toronto, the first place of any importance we come to is

PORT HOPE,

which is situated sixty-three miles from Toronto. A small stream, that here falls into the Lake, has formed a valley, in which, and on the rising hills beyond, the town is situated. The harbor formed at the mouth of this

stream is one of the best on the Lake. Port Hope is a very pretty town. On the western side, the hills rise gradually one above another, the highest summit, called "Fort Orton," affording a fine prospect, and overlooking the country for a great distance around. The town is incorporated, and contains over 6,000 inhabitants.

COBOURG

lies 6 miles below Port Hope. It is a town of 10,000 inhabitants, and is situated in the centre of an exceedingly fertile section of the country. Its harbor is safe and commodious, and a large quantity of grain, iron ore, etc., is annually exported. It is very prettily laid out, and its streets are adorned with numerous elegant residences and public buildings, including the Town Hall and Victoria College (Wesleyan). The train stops about a quarter of an hour, to give travellers the opportunity of partaking of a very acceptable meal, that is ready for them in the Refreshment Room at the Station.

The tourist or business man will receive at the Arlington House every comfort and attention. From Cobourg a branch line runs up into the back-country to Peterborough. Having satisfied the wants of the "inner man," we resume our seats and pass onward to

BELLEVILLE.

a town of considerable importance situated on the Bay of Quinté, 44 miles from Cobourg. This town has rapidly grown during the past few years, and has now a population of over 7,000. It is well built, lit with gas, and possesses a fine harbor with an almost unlimited water power. It is the capital of the county of Hastings,

and contains, besides the county buildings, many very handsome stores and churches, with a college, a convent and very extensive factories and saw mills.

KINGSTON.

which after Quebec and Halifax has the strongest fort in the Dominion. A settlement was begun here by the French under Governor De Courcelles in 1672, and was known as Fort Cataraqui. Subsequently a massive stone fort was erected by Count de Frontenac and received his name.

This Fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet, in 1758. In 1762, the place fell into the hands of the English, from whom it received its present name.

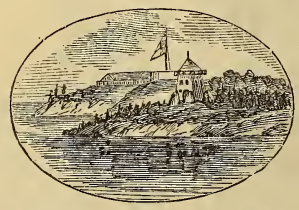
Kingston is 172 miles from Montreal, and at this point we purpose leaving the train, and continue our journey by water. In order to reach the boat, the omnibusses in waiting at the station will convey us to the city, which is distant about one mile. The best hotel in the city is the British American ; W. Davis, proprietor.

The steamer which leaves Toronto in the afternoon is due early next morning, thereby enabling the tourist to view all the scenery down to Montreal by daylight Leaving Kingston by one of the magnificent steamers of the Richelieu and Ontario Navigation Company, we find ourselves entering amidst that wonderful and beautiful collection of isles known as

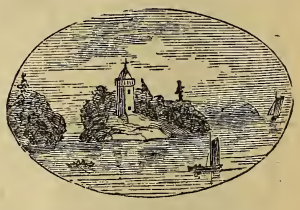
CITY OF KINGSTON.

THE THOUSAND ISLANDS.

These islands commence near Kingston, and extend downward to Brockville, a distance of over 50 miles. They form the most numerous collection of river islands in the world, and consist of about 1,800 wooded and rocky islets of every imaginable shape, size and appearance, some being mere dots of rock a few yards in extent, others covering acres, thickly wooded, and presenting the most charming appearance with rich foliage, conceivable. At times our vessel passes so close to these islands, that a pebble might be cast on their shores ; while looking ahead, it appears as though further progress was



FORT HENRY—MARTELLO TOWER, CEDAR ISLAND.



LIGHTHOUSE ON ONE OF THE THOUSAND ISLANDS.

effectually barred, when rounding the points amid winding passages and bays, the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if in a kaleidoscope, and a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting ; myriads of wild fowl of all descriptions may here be found ; and angling is rather

St. Lawrence Hotel.

FAR-FAMED THOUSAND ISLANDS

—AND—

ST. LAWRENCE RIVER.

ALEXANDRIA BAY, N. Y.

Season of 1881.

First-class in all its Appointments.

RATES, $1.50 PER DAY.

FIRST CLASS SAMPLE ROOMS IN CONNECTION WITH HOTEL.

This Advertisement is given to caution the Public against misrepresentations of this Hotel by other interests.

The Commercial Hotel of the town, and the most centrally located for business.

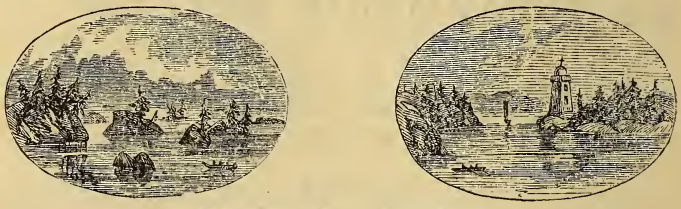
OPEN ALL THE YEAR ROUND.

HADSALL & WILMOT, Proprietors.

A. W. HADSALL A. R. WILMOT.

fatiguing than otherwise, from the great quantity and size of the fish. On many of these islands summer villas have been built by wealthy and prominent people from the United States, and every year adds to the number of recruits whose vacation is spent amongst these modern Hesperides, which bid fair to become the camping-out ground of this Continent.

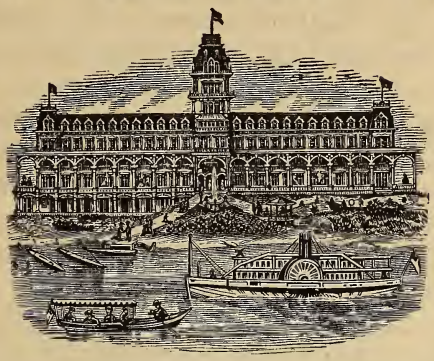
These islands, too, have been the scene of the most exciting romance. From their great number, and the labyrinth-like channels among them, they afforded an admirable retreat for the insurgents in the Canadian insurrection of 1837, and for the American sympathizers with them, who, under the questionable name of



VIEWS AMONG THE THOUSAND ISLANDS.

" patriots," sought to overthrow the British government in Canada. Among these was one man, who, from his daring and ability, became an object of anxious pursuit by the Canadian authorities. Here he found a safe asylum, and through the devotedness and courage of his daughter, whose skilful management of her canoe was such, that with hosts of pursuers she still baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing him from one place of concealment to another, under the shadow of night. But, in truth, all the islands which are so numerously studded through the whole chain of the magnificent

THOUSAND ISLAND HOUSE,



ALEXANDRIA BAY, N.Y.,

In the immediate vicinity of the far-famed 1000 *Islands.*

LARGEST HOTEL ON ST. LAWRENCE RIVER.

Accommodates 700 Guests.

THIS FIRST-CLASS HOTEL, being regarded by the Travelling Public as the most popular resort on the River, is situated at Alexandria Bay on the St. Lawrence River, 30 miles from Cape Vincent, and 36 from Ogdensburg.

The proprietor takes this opportunity of thanking his numerous friends for past favors, and to inform them that he has made a First-Class House, with all the modern improvements, Gas, Bath-Rooms, etc., and hopes in future to be able to accommodate all who favor him with a visit. It is easy of access; the Canadian Navigation Company run two daily lines of Steamers from Niagara Falls to Montreal, making all of the landings, stopping at Alexandria Bay both ways.

As a quiet, romantic and healthy resort, this place has no superior, abounding as it does in cool, shady walks and rambles among the Islands, fine boating, and, lastly, the finest fishing to be found in America. Persons who, during the hot months of summer, seek a place of resort for relaxation from cares of business, and also to benefit their health, will find no pleasanter spot than Alexandria Bay, environed as it is by the Thousand Islands, and the beautiful scenery of the St. Lawrence River.

THE HOTEL IS LIGHTED BY ELECTRCITY.

GOWAN'S BRASS BAND.

O. G. STAPLES, Proprietor.

Send two 3 Cent Stamps for Guide Book and Visitors' List to O. G. STAPLES, Alexandria Bay.

Lakes, abound with materials for romance and poetry, and many are the traditions of the Indians. For instance on the Manitoulin Islands, the Indians believe that the "Manitou," that is the *Great Spirit*, (and hence the name of the islands,) has forbidden his children to seek for gold; and they tell you that a certain point where it is reported to exist in large quantities has never been visited by the disobedient Indian without his canoe being overwhelmed in a tempest.

THE THOUSAND ISLES.

BY HON. CALEB LYON

The Thousand Isles, the Thousand Isles,
Dimpled the wave around them smiles,
Kissed by a thousand red lipped flowers,
Gemmed by a thousand emerald bowers.
A thousand birds their praises wake,
By rocky glade and plumey brake,
A thousand cedars' fragrant shade
Falls where the Indian's children played;
And fancy's dream my heart beguiles
While singing thee, the Thousand Isles.
No Vestal Virgin guards their groves,
No Cupid breathes of Cyprian loves,
No satyr's form at eve is seen,
No dryad peeps the trees between,
No Venus rises from their shore,
No loved Adonis, red with gore,
No pale Endymion, wooed to sleep,
No brave Leander breasts their deep,
No Ganymede, no Pleiades—
There are a New World's memories.
The flag of France first o'er them hung,
The mass was said the vespers sung,
The freres of Jesus hailed the strands,
As blessed Virgin Mary's lands;
And red men mutely heard, surprised,
Their heathen names all christianized.
Next float a banner with cross and crown;
'Twas Freedom's eagle plucked it down,
Retaining its pure and crimson dyes
With the stars of their own their native skies.
There St. Lawrence gentlest flows,
There the south wind softest blows,

There the lilies' whitest bloom,
There the birch hath leafiest gloom,
There the red deer feed in spring.
There doth glitter wood-duck's wing,
There leaps the maskinonge at morn,
There the loon's night song is borne,
There is the fisherman's paradise,
With trolling skiff at red sunrise.
The Thousand Isles, the Thousand Isles,
Their charm from every care beguiles,
Titian alone hath grace to paint
The triumph of their patron saint,
Whose waves return on memory's tide;
La Salle and Piquet side by side.
Proud Frontenac and bold Champlain
There act their wanderings o'er again;
And while their golden sunlight smiles,
Pilgrims shall greet thee, Thousand Isles.

Additional means of travel for the tourist down the St. Lawrence, have this season been supplied by the formation of the St. Lawrence Steamboat Co'y, which despatch a steamer every day from Cape Vincent, on the arrival of the Steamboat Express of the Rome, Watertown and Ogdensburg R. R., stopping at Alexandria Bay, Clayton, Thousand Island's Landings, Ogdensburg, and Messina Springs, and running the rapids of the St. Lawrence.

Opposite the Thousand Islands, and on the American shore, stands the village of

CLAYTON,

A delightful place of resort, being situated directly in front of the npper group of the Thousand Islands. It contains four churches, a bank and three telegragh offices. There are two celebrated hotels there, the Hubbard House and Walton House. The finest fishing on the River St. Lawrence is found in the immediate vicinity of Clayton; pike, black bass, pickered and muskallonge of extraordinary size are easily caught there. Experienced

HOTEL WESTMINSTER,

(Westminster Park),

THOUSAND ISLANDS.

This Hotel is 200 feet long, four stories high, with broad verandas, spacious dining saloons and parlors, and pleasant rooms, furnished with all modern conveniences. It combines the conveniences of a hotel with the comforts of a home. The Park House commands the finest views on the River, American side to Rockport in Canada, including both the American and British channels with their numerous islands.

TERMS $2.00 PER DAY, $10.00 PER WEEK.

WESTMINSTER PARK,

in which the the Park Hotel is situated, is the new watering place at the Thousand Islands which has met with such signal success the past two seasons. It comprises 500 acres of land at the foot of Wells Island, directly opposite and half a mile from Alexandria Bay, in the midst of the

Finest Fishing Grounds

on the St. Lawrence. The Park was organized under Christian auspices, with the design of furnishing a summer resort free from the objectionable features that attach to all fashionable watering places, and at reasonable charges for entertainment. It is beautifully laid out, with many miles of shady walks, and finely graded and gravelled avenues, leading to summits commanding views which embrace a large portion of the broad expanse of the Thousand Islands.

A DAY AT WESTMINSTER PARK WILL CONVINCE ANY THAT IT IS THE MOST DESIRABLE SUMMER RESORT ON THE RIVER.

WRITE FOR CIRCULAR.

R. F. STEELE, Proprietor.

THOUSAND ISLANDS, - - RIVER ST. LAWRENCE.

WALTON HOUSE,

Clayton, · · N. Y.

OPENS JUNE 1st.

S. D. JOHNSTON, Proprietor.

Thousand Islands, River St. Lawrence.

HUBBARD HOUSE,

Clayton, N. Y.

Lovers of Delightful Scenery, Pure Air and Excellent Fishing,

Will find every facility afforded them at this House—good Boats, Fishing Tackle and experienced Oarsmen will always be in attendance, and Fish packed and shipped for parties when desired.

STEAMERS FROM NIAGARA FALLS, TORONTO, ROCHESTER, OSWEGO, CAPE VINCENT AND OGDENSBURGH, DAILY.

J. T. HUBBARD, Proprietor.

SEYMOUR HOUSE,

OGDENSBURG, N.Y.

F. I. TALLMAN - - - Proprietor.

THE ONLY FIRST-CLASS HOTEL.

The proprietor of this centrally located and leading hotel desires to announce that having secured the House for a new term of years, he has made extensive improvements in its furnishings and equipments. New and large sample rooms for Commercial men have been added on the ground floor.

Carriages will meet all trains and steamers.

Returning his thanks for the very liberal patronage extended during his long proprietorship, Mr. Tallman hopes, by every attention to his old and new guests, to secure its continuance.

JOHNSON HOUSE,

OGDENSBURG, N.Y.

Rates, = = $1.50 per full Day.

This House has been thoroughly repainted, papered and furnished throughout. Near Railroad and Steamboat Landing.

Omnibus to convey passengers to and from the cars and boats, free of charge.

N. P. KEELER, - - - Proprietor.

AMERICAN HOUSE,

REDWOOD, N.Y.

Six Miles from Alexandria Bay.

MILO HOLKINS, - - - Proprietor.

Splendid fishing. Free Omnibus to and from all trains. Good Livery attached.

1881. Centennial Hall. 1881.

A. C. McINTYRE & CO.,

Alexandria Bay, - River St. Lawrence.

NEW AND ATTRACTIVE VIEWS OF THE 1000 ISLANDS,

WHOLESALE AND RETAIL.

Stereoscopic Views, Large Views,—size varying from 4 x 7 to 16 x 20 in, mounted and unmonnted.
Photographic Views taken to order.

GENERAL NEWS DEALERS.

FRUITS & CONFECTIONERY of the CHOICEST KIND, and leading Fancy Articles of the day, including BIRD FANS and COON CHATALAINES.

Stereoscopic Views of all the points of interest in Thousand Islands and St. Lawrence River.

MURRAY & SON,

PHOTOGRAPHERS,

BROCKVILLE, - - ONT.

111 King Street, opposite Post Office.

Portraits and Views made to order.

and attentive oarsmen, the best of boats, and splendid hotel accommodations render this the favorite resort for fishing parties. All lines of Steamers stop at Clayton. Wagner's Palace Sleeping Cars run through without change from New-York in 13 hours, and through cars from Utica in 4 hours. Steamers for Montreal stop at Clayton.

ALEXANDRIA BAY

is the next port after leaving Clayton. It is built upon a massive pile of rocks, and its situation is romantic and highly picturesque. It is a place of resort for sportsmen. Some two or three miles below the village is a position from whence one hundred islands can be seen at one view. Undoubtedly the pleasantest part of the Lake of a Thousand Islands lies adjacent to Alexandria Bay, at which are erected the finest hotels in the Islands. Mine Host, Staples, has here the largest hotel on the St. Lawrence, admirably situated on one of the pleasantest islands, and the extensive patronage he receives every recurring season, testifies to the popularity which his management has obtained for it. Everything is first-class about it, and nothing is left undone to contribute to the comfort and enjoyment of guests. The Crossman House is also a palatial establishment, and takes front rank as a fashionable resort. All its appointments are in first-class style, and the management of Mr. Crossman and his son leaves nothing to be desired, and has gained a wide celebrity. Within sight of these hotels are the beautiful lawns of Westminster Park, the handsome villas of Hayden Island, the commanding situation of Mr. Hart's "Eyrie," the breezy site of Dr, J. G. Holland's summer retreat, where the anxieties of "Scribner"

are exchanged, for the nonce, for the lotos existence of "Bonnie Castle"; the rugged promontories of Carleton Island, associated with scenes of the early French history of the continent, and many others, named and unnamed, upon which Nature has left her sweetest impress.

REDWOOD.

This village contains about 800 inhabitants, and is six miles from Alexandria Bay, to which stages run on arrival of the trains. The scenery around Redwood is picturesque and abounds in numerous lakes which afford excellent fishing for pike, pickered, lake trout and various kinds of bass. The American, kept by Mr. M. Holkins, is an excellent hotel.

We have now passed through the "Lake of a Thousand Islands," and leaving behind us the last of the great chain of lakes, we enter the River St. Lawrence, and speedily find ourselves at the thriving town of

BROCKVILLE,

125 miles from Montreal. It is on the Canadian side of the river, and is built on an elevation which rises from the shore in a succession of graceful ridges, being one of the prettiest towns in Canada. It received its name in honor of the hero, General Brock, who fell at Queenston in 1812. It was laid out about 1802, and has grown rapidly since that date. It contains a number of public buildings, and is largely interested in manufactures. The population is about 7900

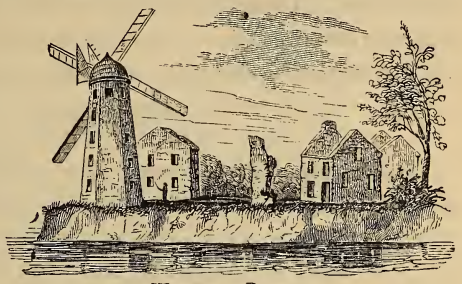
OGDENSBURG

Is situated on the American side of the river. In the year 1748, the Abbé François Piquet, who was afterwards styled the "Apostle of the Iroquois," was sent to establish a mission at this place, as many of the Indians of that tribe had manifested a desire of embracing Christianity. A settlement was begun in connection with this mission, and a fort, called "La Presentation," was built at the mouth of the Oswegatchie, on the west side. The remains of the walls of this Fort are still to be seen. In October, 1749, it was attacked by a band of Mohawk Indians, who, although bravely repulsed, succeeded in destroying the palisades of the fort, and two of the vessels belonging to the colony. The Abbé Piquet retired from the settlement soon after the conquest of Canada, returning to France, where he died in 1781. Ogdensburg has increased rapidly within the past few years, and has now a population of over 10,000.

The Ogdensburg and Lake Champlain Railroad which runs to Lake Champlain, a distance of one hundred and eighteen miles, and which connects at Rouse's Point with the railroad to Boston and Montreal, has its terminus here. The New England Transportation Co.'s Steamers, formerly known as the Collingwood line, connect here with the Ogdensburg and Lake Champlain Railway. Several other railways terminate at Ogdensburg, and is an objective point of the Rome, Watertown, and Ogdensburg R. R., which is now asserting its claims to consideration as one of the great trunk links between the east and west.

PRESCOTT,

is situated on the Canada side of the St. Lawrence, opposite Ogdensburg, and contains 5,000 inhabitants. About a mile below the town of Prescott, at a place called "Windmill Point," are the ruins of an old stone windmill where, in 1837, the "Patriots," under Von-Schultz, a Polish exile, established themselves, but from which they were driven with severe loss. About five miles below Prescott is Chimney Island, on which the remains of an old French fortification is to be seen. The first rapid of the St. Lawrenee is at this island.



WINDMILL POINT.

At Prescott, those intending to visit Ottawa will leave the boat. Ottawa, the Capital of the Dominion, is fifty-four miles distant from Prescott, and the journey to it is performed by railway in three hours. We can confidently recommend this detour, on account of the claims of Ottawa itself, of which more anon.

Tourists wishing to make this trip can obtain return tickets at moderate fares, and join the steamer again at Prescott the following morning, and descend the rapids to Montreal, which is by far the most exciting portion of the whole journey.

Continuing our journey down the river, the next town on the American side is Waddington; and in the river over against it, is Ogden Island. On the Canada side is Morrisburg, which contains about twelve hundred in-

habitants. A short distance below Morrisburg, on the Canada side, is Chrysler's Farm, where, in 1813, a battle was fought between the English and the Americans. Thirty miles below Ogdensburg is Louisville, from whence stages run to Massena Springs, a place of popular resort and of beautiful surroundings, distant about 7 miles.

LONG SAULT.

The increasing swiftness of the current of the river soon reveals to us the fact, that we are about to enter the first of those remarkable and celebrated Rapids of the St. Lawrence. "Shooting the rapids" (as this portion of the voyage is termed) is a most exciting scene, but no one need fear the undertaking, as fatal accidents have been comparatively unknown. The rapid we now enter is known as the "Long Sault," so called from its extent,

VIEW IN THE LONG SAULT.

it being a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; but examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes.

The first passage made by a steamer down these rapids was about 1840, and then, under the guidance of a celebrated Indian, named Teronhiahéré.

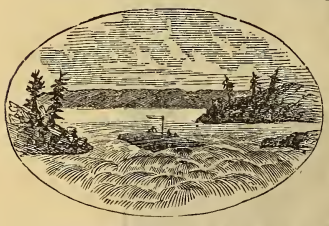
The rapids of the " Long Sault " rush along at the rate of something like twenty miles an hour. When the ves-

BAPTISTE, AN INDIAN PILOT, STEERING A STEAMER DOWN THE RAPIDS OF THE ST. LAWRENCE.

sel enters within their influence, the steam is shut off, and she is carried onwards by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm ; the noble boat strains and labors ; but unlike the ordinary pitching and tossing at

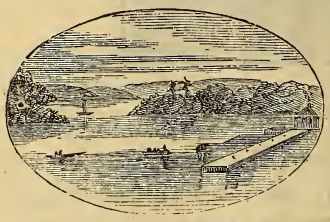
sea, this going down hill by water produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong, boiling current. Great nerve force and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid ; for if she diverged in the least, presenting her side to the current, or "broached to," as the nautical phrase is, she would be instantly capsized and submerged. Hence the necessity for enormous power over her rudder.

While descending the rapids a tiller is attached to the rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the force necessary to keep the vessel steady, while descending a rapid, when it requires four men at the wheel and two at the tiller to ensure safe steering.

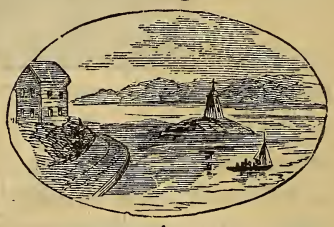


RAFT DESCENDING THE RAPIDS.

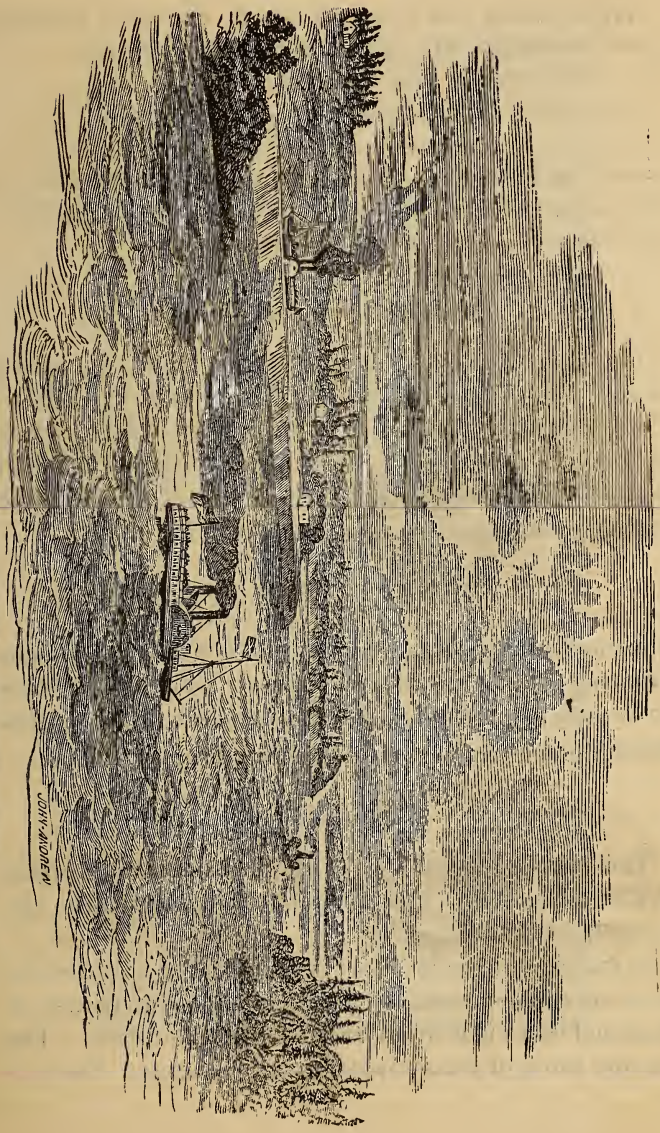
At the head of the rapids is a village of some 500 inhabitants and known as Dickinson's Landing. Cornwall, a manufacturing town, is below the rapids at the entrance to the canal of the same name.



ENTRANCE TO CORNWALL.



DICKINSON'S LANDING.



STEAMERS DESCENDING LOST CHANNEL, LONG SAULT RAPIDS.

After passing this place, the course of the St. Lawrence is entirely within Her Majesty's dominions.

ST. REGIS,

an old Indian village, lies six miles below Cornwall, on the opposite side of the river. It contains a Catholic Church which was built about the year 1700.

LAKE ST. FRANCIS,

is the name of an expansion of the St. Lawrence which begins near Cornwall and St. Regis, and extends to Coteau du Lac, a distance of forty miles. The surface of this lake is interspersed with a great number of small islands. The village of Lancaster is situated on the northern side, about midway, of this Lake.

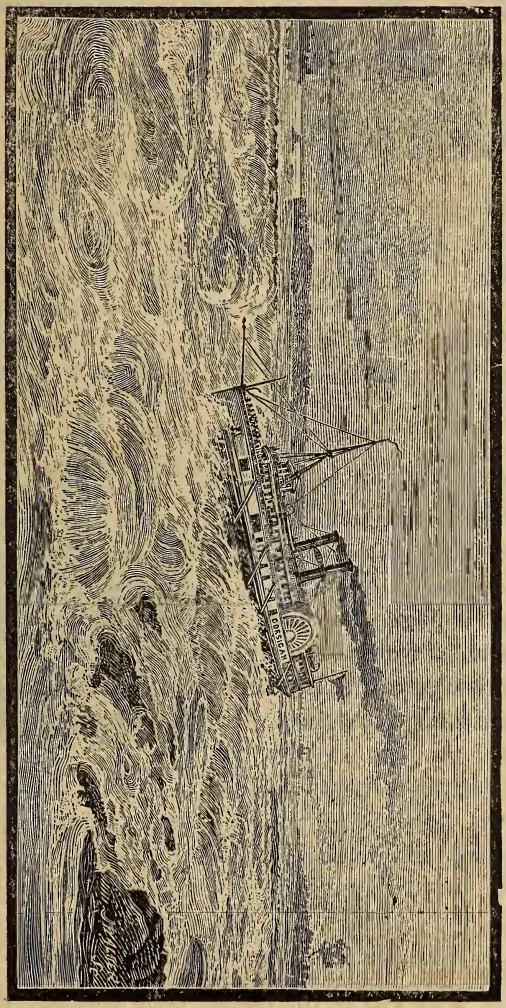
COTEAU DU LAC,

is a small village situated at the foot of Lake St. Francis. The name, as well as the style of the buildings, denotes its French origin. It is also known as St. Ignace. Just below the village are the Coteau Rapids.

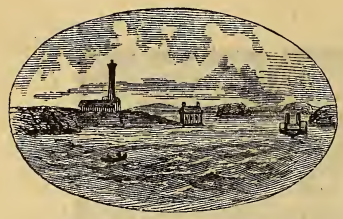
CEDARS.

This village presents the same marks of Freneh origin as Coteau du Lac. The village is situated nearly opposite the Coteau Rapids.

In the expedition of Gen. Amherst (1759), a detachment of three hundred men, that were sent to attack Montreal, were lost in the rapids near this place. The passage through these rapids is very exciting. There is



STEAMER DESCENDING ONE OF THE RAPIDS OF THE ST. LAWRENCE.



CEDAR RAPIDS.

a peculiar motion of the vessel, which in descending seems like settling down, as she glides from one ledge to another. In passing the rapids of the Split Rock, a person unacquainted with their navigation will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you feel certain that she will strike ; but a skillful hand is at the helm, and in an instant more it is passed in safety.

BEAUHARNOIS,

is a small village at the foot of the Cascades, on the right bank of the River. Here vessels enter the Beauharnois canal and pass around the rapids of the Cascades, Cedars and Coteau, into Lake St. Louis, a distance of fourteen miles. On the north bank, a branch of the Ottawa enters into the St Lawrence. The river again widens into a lake called the St. Louis. From this place a view is had of Montreal Mountain, nearly thirty miles distant. In this lake is an island, beautifully cultivated, and belonging to the Grey Nunnery at Montreal. There are many islands in the vicinity of Montreal belonging to the different nunneries, and from which they derive large revenues.

CASCADES FROM ENTRANCE TO BEAUHARNOIS CANAL.

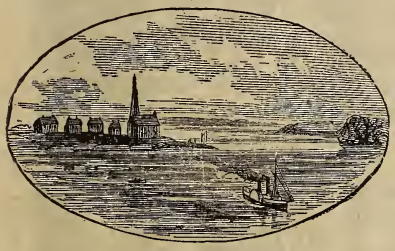
LACHINE.

This village is nine miles from Montreal, with which it is connected by railroad. It derived its name from the first settlers, who, when they reached this point thought they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. The current is here so swift and wild that to avoid it a canal has been cut around the rapids. This canal is a stupendous work, and reflects much credit upon the energy and enterprise of the people of Canada.

Opposite to Lachine is the Indian village of

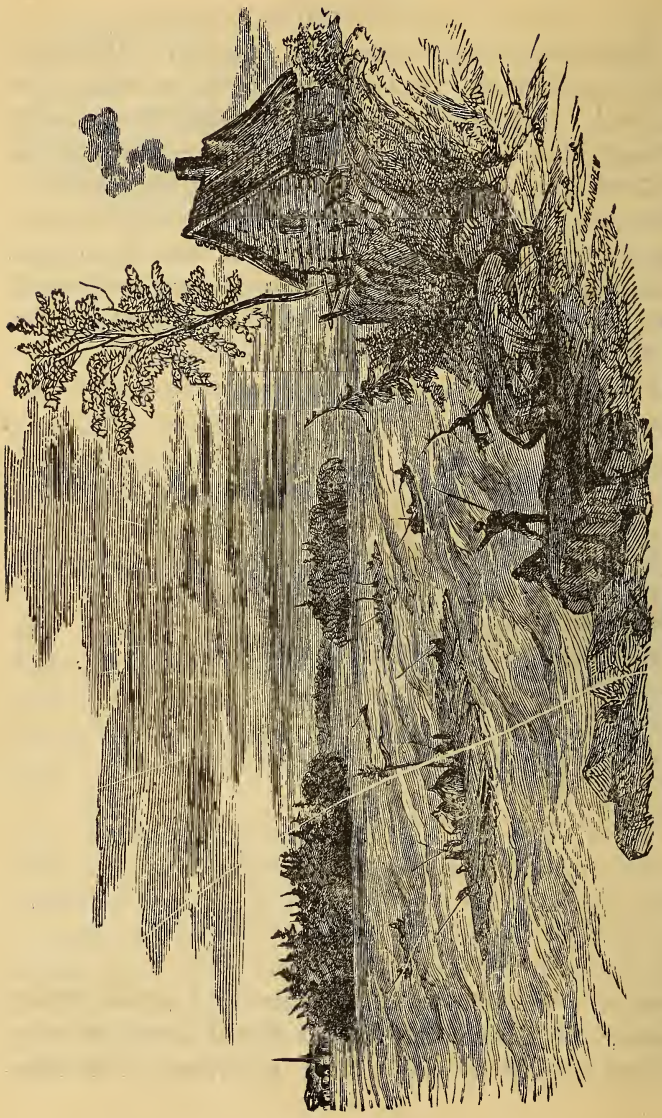
CAUGHNAWAGA.

lying on the south bank of the river near the entrance of the Lachine Rapids. It is said that the Indians who had been converted by the Jesuits were called "Caughnawagas," or "praying Indians." Hence its name. This was probably a misnomer, for they were distinguished for their predatory incursions upon their neighbors in the New England provinces.



CAUGHNAWAGA VILLAGE.

The Lachine Rapids, which we now enter, are considered the most dangerous of the series. They are, however, much shorter. Immediately after passing through the rapids, we pass the ancient village of Laprairie, on the south shore of the river. This place is interesting from the fact that the first railway in British North America was constructed from here to St. Johns in 1836. It was first run by horses, then by steam, but was dis-



RAPIDS NEAR THE CEDARS—RIVER ST. LAWRENCE.

continued on the construction of the road known as the Champlain and St. Lawrence Railway, now a portion of the Grand Trunk. A ferry runs from the village to Montreal three times daily. Immediately after passing under Victoria Bridge, we pass the long wharf, used as a railway wharf by the Grand Trunk Railway, prior to the erection of the Bridge. We are now directly opposite the city of Montreal, the commercial metropolis and most important place in the Dominion, and destined to rival the population and the prosperity of some of the overgrown cities of the Old World.

Before landing her passengers, the steamers run alongside the Richelieu and Ontario Navigation Company's boat, and as a matter of convenience, transfer those passengers who intend going through to Quebec without remaining over in Montreal.

Having described the excitement of shooting the several Rapids, we would inform our tourist that in order to overcome those natural barriers to the water communication between Montreal and the Great West, a series of magnificent canals has been constructed by the Government. These canals are of ample dimensions to allow the largest steamers to ascend.

We shall now proceed with such of our party as desire to visit the Capital of the Dominion.

MONTREAL TO OTTAWA.

Securing tickets at Montreal, by the

OTTAWA NAVIGATION COMPANY,

the best route is to take the train to Lachine, which leaves the Bonaventure Street Depot every morning (Sundays excepted), at 7.00 a. m. o'clock, and there

stepping on board the steamer " Prince of Wales, Captain R. W. Shepherd, sail up the river. By this last route, we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, where they first meet. It is a bright morning, and the sun glances slantingly along the majestic waters, tinging with golden light the tips of the wavelets as they rise, one after the other, to greet his rays. A faint mist, like a delicate veil, spreads over the bosom of the river, on which one or two islets repose, as childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms, which it vainly strives to hide. It is soon dissolved, and the light breeze which has sprung up, carries it all away.

Away we go, stemming the current, until in due time, we reach Ste. Anne's, where are a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Anne's reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River, by all orthodox voyageurs, as the last church on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and after sailing about two miles, we find the shores recede on either hand, to about eight miles wide, and this recession continues for a distance of ten miles ; for we are in the lake of the Two Mountains, so called from two mountains on the north side, rising four to five hundred feet

from the water. The river divides here into four branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the Island of Montreal, the third called the Dutchman's Chenal, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus, and beside it Pigeon's Island, on which are the ruins of an Indian village. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter. This property has been recently bought by the Hon. J. J. C. Abbott, M. P., upon which he has built a beautiful villa, where he passes the summer months. A few miles further on we arrived at a fine wharf named Oka, situated in the Indian Village of the Two Mountains. This village is inhabited by the remnants of two tribes, the Iroquois and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic Church divides the settlements, as the people are all baptised into that Church. Three or four chapels stand on the mountain side. The highest peak of the Mountain is called Calvary, and on certain religious fetes of the Church it is frequented by both whites and Indians. Now we stop at the villages of Como and Hudson. Both these places are the resort of some of our Montreal friends, who pass the summer months there with their families. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again

an expansion, for the length of nine miles, forming the Upper Lake of the Two Mountains. On the southern bank is the mountain Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon. Great improvements have been made at this place by the Railway Company, by building new wharves and station houses, and here again the navigation is impeded by rapids. A railroad has been formed between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the steamer " Peerless,' (Captain Bowie,) to L'Original, seven miles distant.

About 8 miles from L'Original, situated in the midst of a most charming country, is Caledonia Springs.

Returning to our steamer at L'Orignal, after a few pleasant hours sail, we arrive at

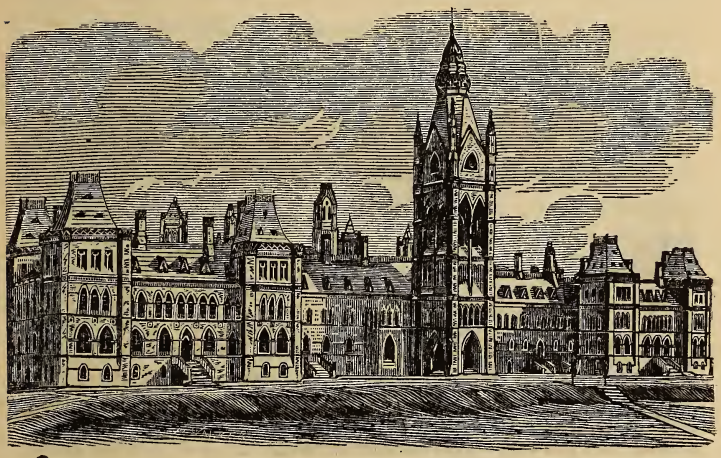
OTTAWA,

where we will naturally direct our steps towards the Windsor House, S. Daniels, proprietor, a gentleman favorably known to the travelling public, and one who is universally liked; he spares no trouble to makes his guests comfortable and " at home."

The " Windsor " is centrally located, and within two minutes' walk of the Parliament Buildings, Post Office, Grand Opera House, and new Turkish bath. Telegraph office in the House.

Ottawa (or Bytown as it was formerly called) was selected by Her Majesty as the new Capital of the Dominion, the chief seat of the Government having for many previous years been at the cities of Montreal, Quebec

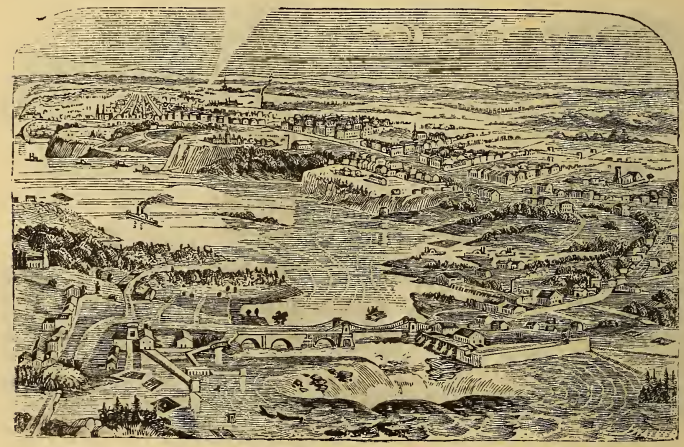
and Toronto,—in turns, for a certain number of years in each. This system was found to work badly, and the jealousy stirred up against the one that happened at the time to be favored, made it necessary to choose some permanent place, and Ottawa was selected as being most desirable. The Government buildings have consequently been erected here, and very much credit is due not only to the architect who designed these most beautiful buildings, but to the public spirit of the Legis-



PARLIAMENT BUILDINGS, OTTAWA.

lature, which has found the means of bringing the work to a successful termination. The Parliament Buildings, with the Departmental offices, occupy three sides of a square, on a bluff of ground called Barrack Hill, overlooking the river. They contain two Legislative Halls, one for the Senate, the other for the House of Commons; both being the same size as those provided in the English Houses of Parliament for the Lords and Commons, and

like their originals, very handsomely decorated and conveniently furnished. The grounds in front of the building are handsomely laid out. A large Library is also provided, which at present contains over 75,000 volumes. The buildings are designed in the Italian Gothic style, and constructed of stone found in the neighborhood. When it is stated that the cost was $3,000,000, and the position almost unique, the tourist ought not to lose the opportunity of going there, as they



CITY OF OTTAWA.

alone are quite worth the delay which must necessarily be devoted to the sight. The rest of the city, (which is course, increasing much, and keep space with her sisters cities,) is very handsomely and substantially built. Sparks street, the scene of the assassination of the late Hon. T. D'Arcy McGee, is close to the Parliamentary buildings and the Russell House.

The Rideau Canal (which connects the Ottawa River

with the St. Lawrence), divides the city near the Parliament Buildings. This canal is excavated at the base of a ravine, over 150 feet below the roadway. The upper and lower portions of the city are connected by two bridges, one known as the Sappers' Bridge, the other being a magnificent iron bridge erected by the Corporation, and which leads to the broad avenue on which the Parliament Buildings stand. The Rideau Canal here falls into the Ottawa, after passing a series of eight massive stone locks.

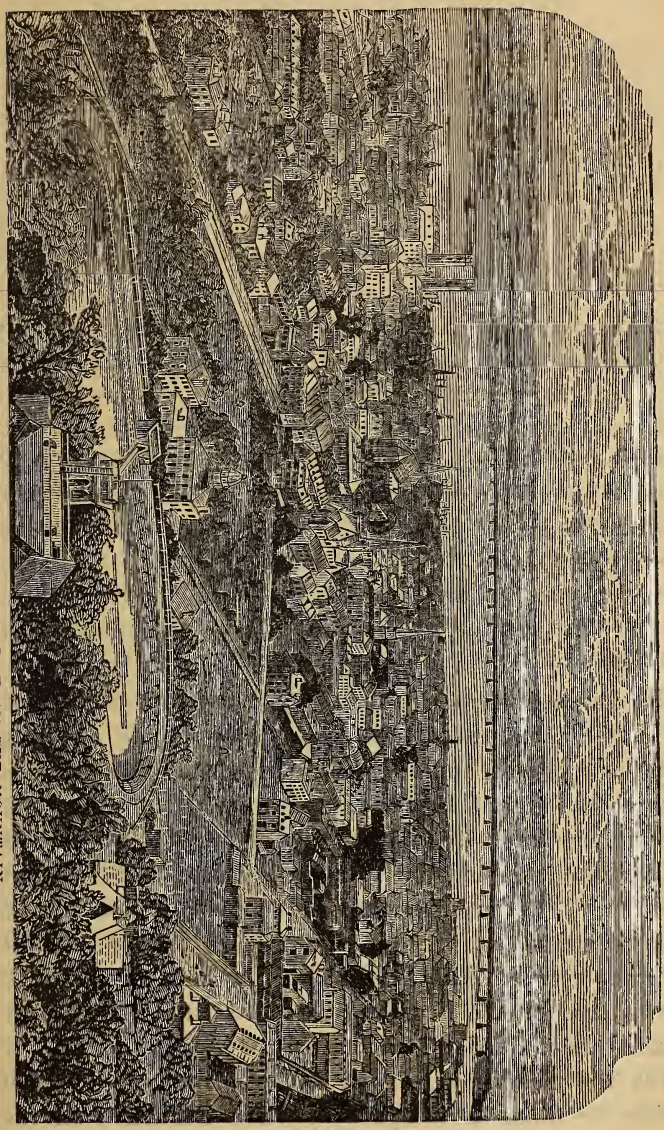
The other chief attractions in the neighborhood of Ottawa are the Chaudière Falls, considered by very many to rank next in importance, beauty and grandeur to Niagara. They are immediately above the city, at its western extremity. The width of the greater fall being two hundred feet, while its depth is forty,—the boiling seething, foaming character of the water giving name to the place. On the northern side is the smaller, or Little Chaudière, and here the waters, after their leap, seem to go into some subterranean passage, by which they are carried off until they appear again at a place called "The Kettles," half a mile lower down. Of course, the existence of such passage is a mere matter of conjecture which we will leave to the study of geologists, and others interested, to determine. These falls are crossed by a fine suspension bridge, which leads to the thriving city of Hull on the opposite shore. Before leaving Ottawa, we ought to pay a visit to one of the Timber Slides, which are tolerably frequent in the upper river. One is erected on the northern bank, and we will here tarry for a moment whilst we watch the fate of one of those huge rafts of hewn wood, down its headlong rush. These

water-shoots are erected for the purpose of getting the fallen trees from the higher level down to the river at the smallest possible cost, and, wherever water can be obtained in sufficient quantity, this has been done. Where the descent is very steep, these "shoots" are broken up at stated intervals into long straight runs, in order to destroy the impetus which the rafts would naturally acquire. The descent on one of the rafts down the timber slide is a thing only to be attempted by those who possess bold and steady nerves. To say that there is much danger in such an excursion would be to exaggerate the risk, whilst to say that there is none would be as far from the truth. An application to the "boss" of a gang of raftsmen would, without difficulty, obtain the privilege of a ride down. The population of Ottawa is about 30,000.

Returning we arrive at

MONTREAL,

the commercial metropolis of the Dominion of Canada, situated upon the south shore of an island (bearing the same name) and at the base of a beautiful eminence, known as Mount Royal, from which both the city and island derive their name. Its population is 150,000. The island is about thirty miles long, and ten broad, and is formed by the River Ottawa debouching into the St. Lawrence at its western and eastern extremities, the former near St. Anne's, the latter at Bout de l'Isle. It is famed for the fertility of its soil, and is frequently called the "Garden of Canada." The site of the city was first visited by Jacques Cartier in 1535, and, at that time, he found a village of Indians situated near the

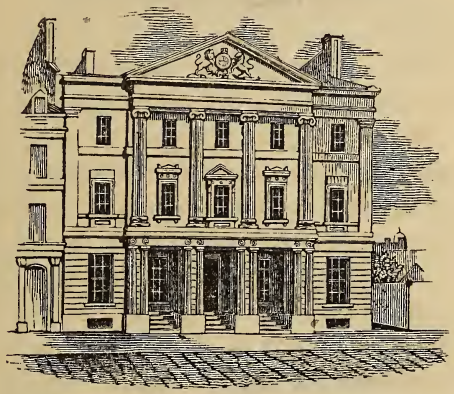


VIEW OF CENTRAL PORTION OF MONTREAL, FROM THE MOUNTAIN.

foot of the Mountain. He landed a short distance below the city, at a point still known by the name of the Indian Village, "Hochelaga." When he reached the top of the mountain, to which he was guided by the Indian Chief "Donnacona," he was so struck by the magnificent outlook that he named it in honor of his master, "the Royal Mount." Champlain also visited the site in 1611, but the village, with its inhabitants, had been swept away, probably by some hostile tribe. A few years ago a large quantity of skeletons and pottery was discovered, while building on the site of this village. The first settlement was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of 4,000 souls. The streets were narrow, and the houses low. Some of these buildings are still standing, and a walk through the two or three streets still retaining their primitive buildings, and narrow paths, strongly reminds us of the quaint old towns of Rouen, Caen, and others in Normandy. At the date named, the town was divided into upper and lower town; the upper part then being the level of the present Court House. In the lower town the merchants and men of business chiefly resided, and here also were the place of arms, the royal magazines, and the Nunnery Hospital. The principal buildings were in the upper town, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuits Church and Seminary, the Free School and the Parish Church.

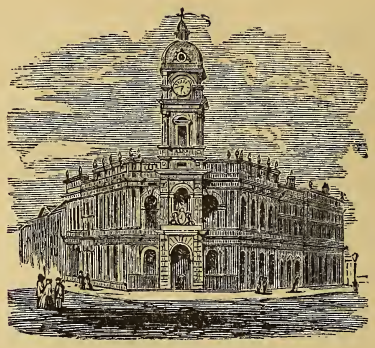
In 1775, the city was taken by the American forces under Montgomery. The growth of the city has been exceedingly rapid, and the view, as seen on our approach by steamboat, with Mount Royal for a background, covered with beautiful villas, interspersed here and there with tall spires, is majestic, and for beauty almost unrivalled.

The river frontage is almost three miles in length, extending from the Victoria Bridge to the village of Hochelaga. For upwards of a mile it has an excellent



CANADIAN PACIFIC R. R. OFFICES, PLACE D'ARMES.

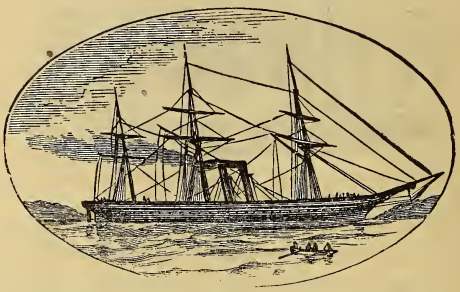
stone retaining wall, from the entrance to the Lachine Canal to below the Bonsecours Market, which, with its glittering dome, forms one of the most conspicuous objects in the right foreground, and contrasts with the neighboring spire of the Bonsecours Church, one of the oldest churches in Montreal. We think the view from the steamer can scarcely be surpassed, as we sail under the centre tube of the Victoria Bridge, and first view the long array of glittering spires, the lofty towers of the



CUSTOM HOUSE.

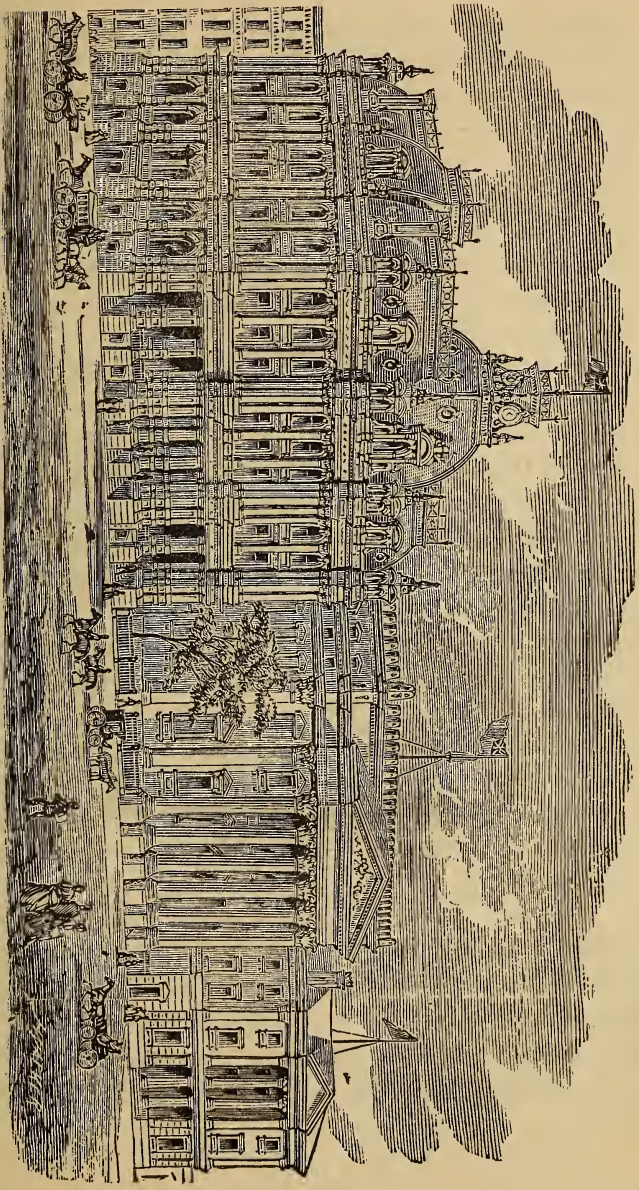
Parish Church of Notre Dame, the well-proportioned tower of the Customs Buildings, and the long unbroken line of cut stone flanking the wharf.

At the beginning of the present century vessels of more than 300 tons could not ascend to Montreal, its



LIVERPOOL AND MONTREAL SCREW STEAMER.

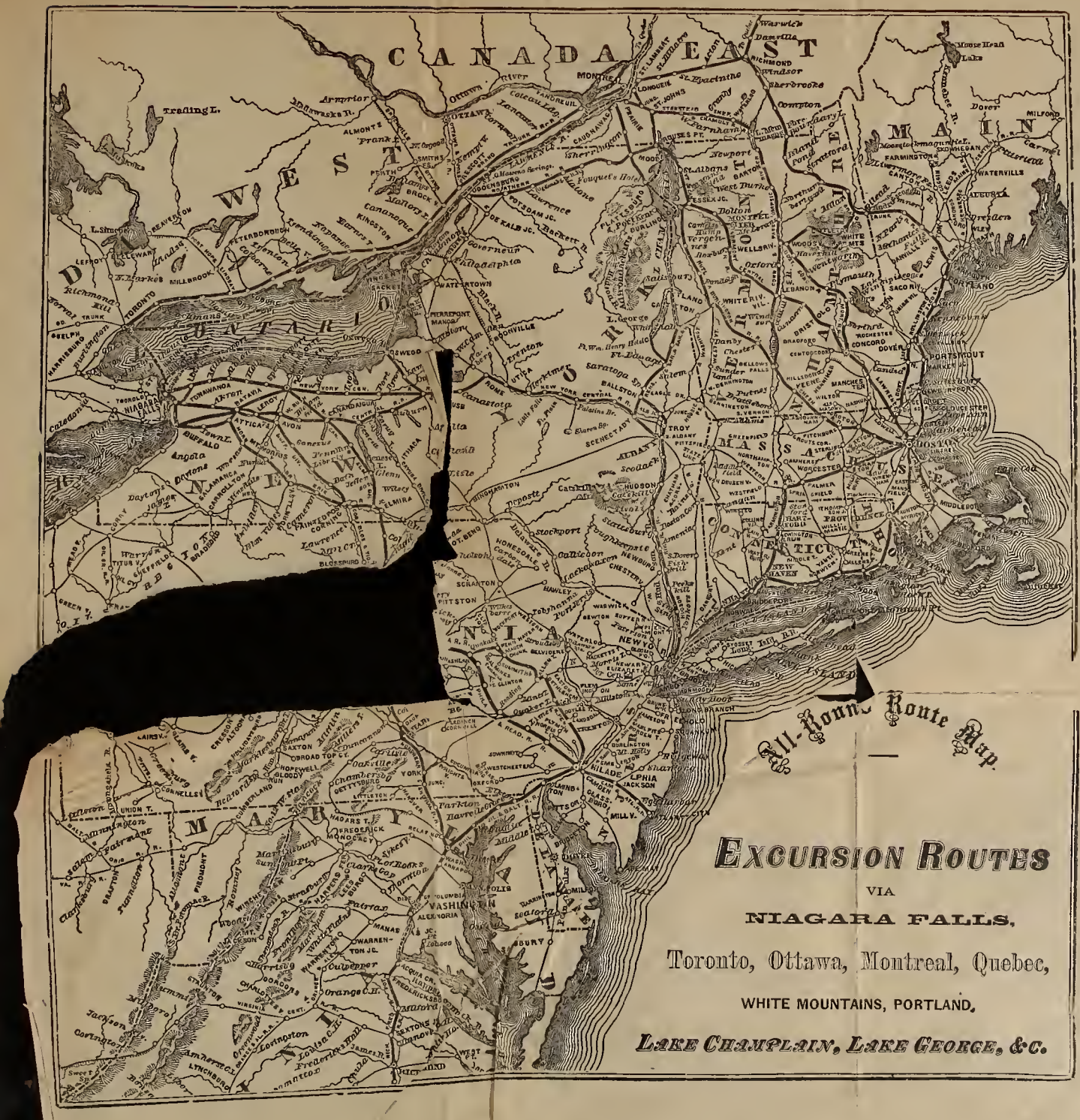
foreign trade was carried on by small brigs and barques, and the freight and passengers were landed upon a low muddy beach. In 1809 the first steam vessel, called the "Accommodation," built by Hon. John Molson, made a trip to Quebec ; she had berths for about twenty pas-



NEW POST-OFFICE, MONTREAL BANK, AND CANADIAN PACIFIC R. R. OFFICES.

sengers. Now behold the contrast that fifty years of industry, intelligence, enterprise and labor have produced—ocean steamers of over 4,000 tons; the magnificent steamers of the Richelieu and Ontario, Navigation Company, vieing in splendor and comfort with the far-famed Hudson River boats; ships from 700 to 2,000 tons, from all parts of the world, lying alongside the wharves of the harbor, which are not equalled on this continent, in point of extent, accommodation, approach and cleanliness.

The Richelieu Hotel, on St. Vincent St. and Jacques Cartier Square, the old quarter of the city, has the most central situation of any hotel in Montreal. It is within a stone's throw of the steamboat landing and harbor, and adjacent to Jacques Cartier Square with Nelson's Monument, the Court House, City Hall, Bonsecours Market, Place d'Armes, and French Cathedral, all of which are prominent objects of interests to tourists. Mr. I. B. Durocher is a courteous host and admirable manager. Under his progressive management the Richelieu has made rapid strides in the favour of the public, and every year witnesses some improvement, and the inauguration of some new plan to increase the comfort of his guests, and add to the popularity of the house. His efforts, however, for the season of 1881 have outdone all previous ones; and by extending his premises through from St. Vincent St. to Jacques Cartier Square he has secured a double front, and what appears to be two hotels in one. The dining, drawing, and reception rooms of the Hotels have also been enlarged and adorned to meet this great extension, and the Hotel presents a first-class appearance in every respect. It has accommoda



All-Round Route Map.

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EXCURSION ROUTES

VIA

NIAGARA FALLS,

Toronto, Ottawa, Montreal, Quebec,

WHITE MOUNTAINS, PORTLAND,

LAKE CHAMPLAIN, LAKE GEORGE, &c.

R. C. WILSON,

256 ST. JAMES STREET,

Between McCill street and Ottawa Hotel,

MONTREAL.

TAILOR AND CLOTHIER,

GENTLEMEN'S HABERDASHER AND OUTFITTER.

Only the best quality and most Stylish Goods kept on hand.

Best West of England Cloths and Doeskins.

Scotch and English Tweeds and Angolas.

Has on hand a complete Stock of Goods in the above-mentioned Departments, and would mention especially his stock of

GENTS' GLOVES IN KID, CHEVERETTE AND DOGSKIN IN 1 and 2 BUTTONS, ALSO LISLE THREAD AND SILK.

Cartwright and Warner's Merino Underclothing and Socks.

Martin and Duncan's best London-made Silk Umbrellas.

SHIRTS, COLLARS and CUFFS

MADE TO ORDER ON THE SHORTEST NOTICE.

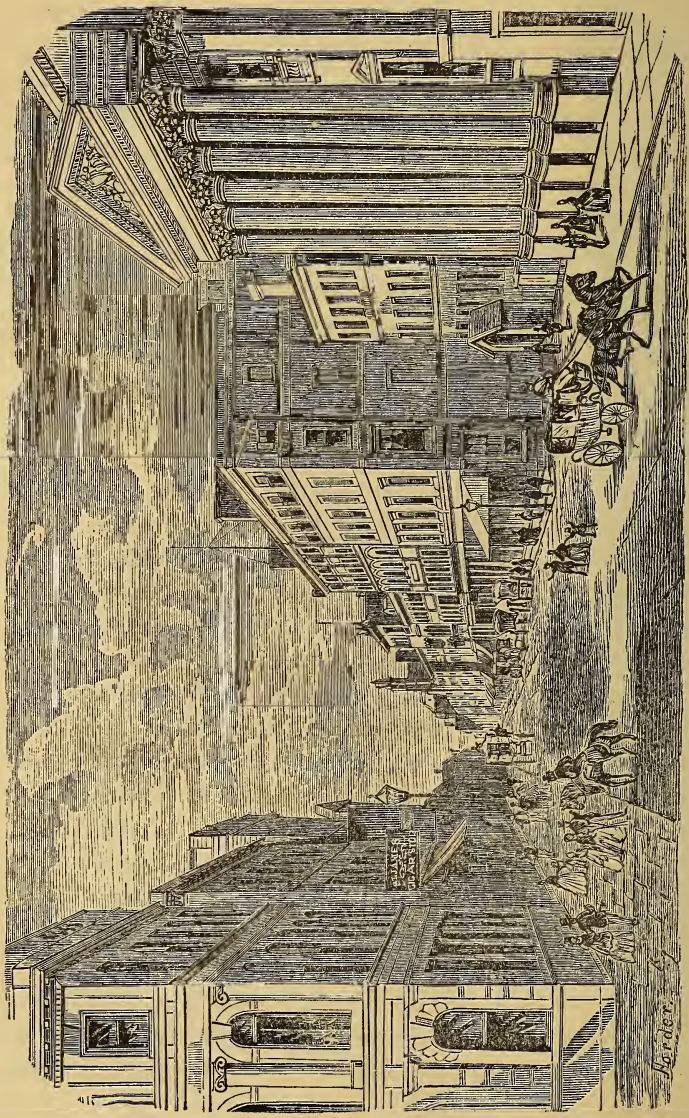
My arrangements enable me to fill orders for clothing in 24 hours, in a superior manner.

tion for 400 gnests, and its *cuisine* and attendance are all that can be desired. It is the only first-class hotel in the place which combines the American and European plans. A feature of the house is the garden and Pavilion on the roof of the house, from which a fine panorama of the city is obtained, and the fresh breezes from the river intercepted.

The principal street of the city is St. James street, on which there are some of the finest buildings.

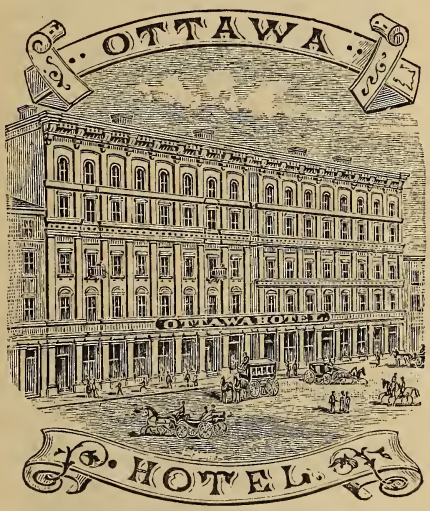
The new Post-office at the corner of St. François Xavier street stands prominently out, and alongside it is the well-known hotel, the St. Lawrence Hall, whose prestige has reflected credit upon the city, and whose history is coincident with that of the progress of Montreal. It was opened in the summer of 1879, by its old manager, Henry Hogan, after having been closed for a short time, and at once, notwithstanding the efforts of a younger and more pretentious rival, leaped into favor with the public, not only regaining its old, but acquiring a host of new friends and patrons.

Passing down the same side of the street, the first building that arrests the attention is the Methodist Church, a very commodious and well-arranged edifice; it possesses one of the finest organs in the city. A few rods beyond is the Merchants' Bank, one of the most elegant banking edifices in Canada. Crossing the street and proceeding a short distance we come to the Ottawa Hotel, which runs through to Notre Dame street, and presents most elegant cut stone fronts on both streets. This hotel, from its convenient situation, has always been a favorite resort of business men, and has received much favour



ST. JAMES STREET—FROM PLACE D'ARMES.

from tourists. It has recently been refitted and furnished anew throughout with Queen Anne and Eastlake patterns of furniture, which, with the addition of a superb passenger elevator, electric bells, and painting and fresco work of the neatest and most elegant kind, gives the hotel the brightest and most attractive appearance to its numerous patrons. The Ottawa has long been noted for its "home" qualities; to stay there is to feel one's self surrounded by home comforts, with a style added which



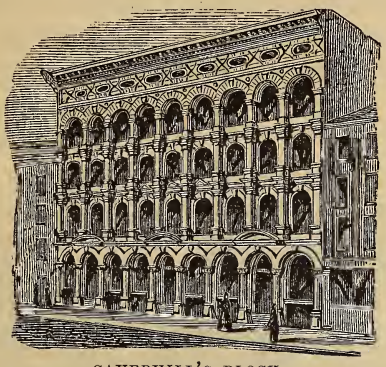
is often not attained at home. A great deal of this is, of course, due to the efficiency and courtesy of the manager, Mr. John F. Warner, under whose auspices the hotel has reached a degree of success never before attained by it. How much, also, is not the comfort and enjoyment of guests ministered to by a courteous and considerate staff in the office? In Mr. Dudley and his obliging confrères all that thoughtfulness can contribute

to the comfort of the guests is attained. Not the least, also, amongst the accompaniments of a first-class hostelry is a good cigar, and we should advise everyone not to omit applying to Mr. Eugene Phelan, whose brands are always the *best imported*, and to whiff which is to set one at peace with all men. Attractive meerschaums of genuine quality are also sold by Mr. Phelan. While discharging these pleasant duties this gentleman will sell you an all-round route ticket from sunrise to sunset, without further trouble to yourself than an adequate transfer to him of the currency of the country or U. S. money. Retracing our steps, still on St. James street, we next come to the Molsons Bank, which has two frontages or façades built of Ohio sandstone. The shafts of the columns of the portico on the St. James street front are of polished Peterhead granite. A little further up the street is an elegant pile called "Barron's Block," and the building put up by the City and District Savings Bank, and Canada Life Assurance Company, both of which have been erected recently; they are really worthy of any city in the world, and are evidences of the substantial growth and prosperity of Montreal.

Turning down St. Peter street, past Molsons Bank, upon the left, is a very handsome block, "Caverhill."

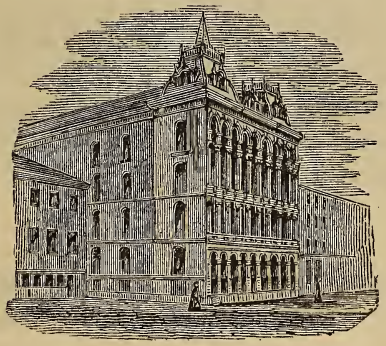
These stores are not surpassed by any in British North America. They are six stories in height. The front is an elaborate composition in the Italian Palazzo style, bold in character. Near the foot of St. Peter street runs, right and left, St. Paul street, wherein are congregated nearly all the principal wholesale dry goods and hardware stores. This street is a credit to the great enterprise of Montreal, and is symbolic of the

wealth of the city. Passing along St. Paul street we enter McGill street, on the corner of which stands the



CAVERHILL'S BLOCK.

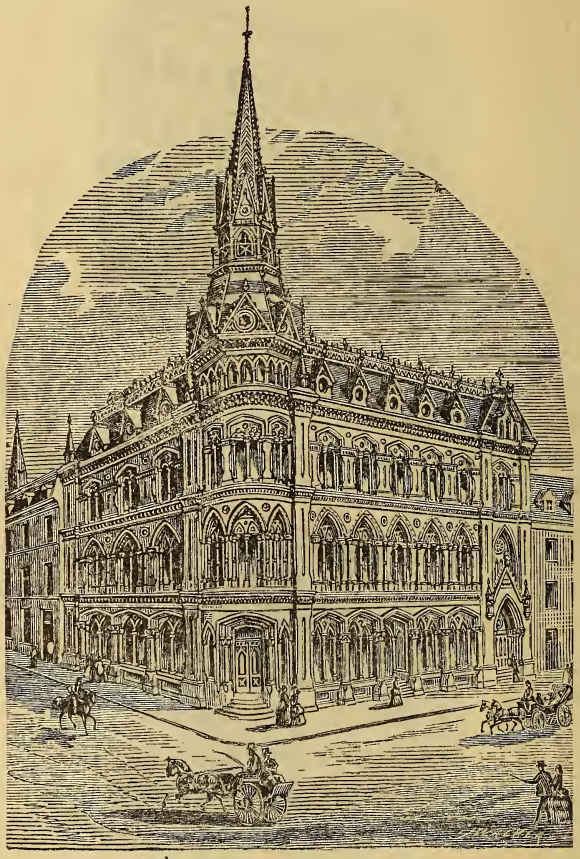
Dominion Buildings, and directly opposite is the Albion Hotel, which for the past twenty years has been favorably known to travellers from all parts of the globe.



DOMINION BUILDINGS.

We next approach Victoria Square with its bronze statue of the Queen, and its playing fountains. Near

its entrance are the Albert Buildings, while directly across the square stands a handsome building of Gothic architecture surmounted by a lofty and graceful spire,



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

erected by the Young Mens Christian Association. In it is a beautiful public hall, with reading-rooms and library free to all.

Passing up St. James street beyond the Post-office, we enter a square called Place d'Armes, It is not large in area, but few squares on this continent, if any, have as handsome buildings overlooking them. Here is the French Parish Church, the largest in North America, and capable of holding over ten thousand people. It is about 260 feet long by 140 feet broad, and the

FRENCH PARISH CHURCH.

front facing the square is flanked by two massive towers, 220 feet in height. In the one on the left there is a peal of bells. The tower on the right can be ascended on the payment of a small fee. In it is placed the monster bell which goes by the name of "Gros Bourdon." It weighs nearly 30,000 lbs. It has a deep bass sound, and is used as a fire alarm. From the battle-

ment a most wonderful prospect is obtained—the broad rolling waters of the St. Lawrence, nearly two miles wide, lying almost at the feet of the spectator, covered with shipping; to the right the Victoria Bridge, Nuns' Island, the village of Laprairie, with its glittering steeple, the boiling rapids of Lachine, the blue hills of Vermont in the far-off distance—to the left the beautiful island of St Helen's, covered with trees, clothed in the proud prosperity of leaves, the villages of St. Lambert and Longueuil and the river studded with Islands, until its silvery course is lost at the village of Verchères.

On the side of the square facing the Cathedral stands the Bank of Montreal, one of the most imposing public buildings in the city; it is built of cut lime-stone, and its style is pure Corinthian.

On the left hand of the square are the Ontario Bank, and the London and Liverpool Insurance Company's office. The former is built of Ohio sandstone. This row is a pretty piece of street architecture. On the right hand side is a fine block called Muir's buildings. The fourth flat is occupied by the honorable fraternity of Freemasons. Next is the elegant building—the Jacques Cartier Bank. The centre of the square is laid out as a garden with a fine fountain.

Proceeding up Notre Dame street the tourist will pass a somewhat dilapidated column, known as Nelson's Monument. As little care seems to be bestowed upon its preservation, as there was taste shown in the first choice of its position. Formerly the jail stood opposite, and Nelson was placed in a somewhat anomalous position with his back to his favorite element, "water," and his face toward the jail. The old jail is now replaced

VICTORIA BRIDGE—MONTREAL.

by the Court House, an Ionic structure about a hundred and twenty feet long, by about seventy in height, containing all the judiciary courts as well as the Prothonotary's office and Court of Bankruptcy. There is in it a very valuable law library, containing upwards of 6,000 volumes. Adjoining is the New City Hall, a most imposing structure, in the light Italian style and containing all the municipal offices. At the back of the Court House is the Champ de Mars, a parade ground, upon which the Volunteer Militia parade. Upon it three thousand troops may be manœuvred. This ground was used by the British troops when quartered in Canada.

The old buildings directly beyond the monument were erected in 1722, and in early days served as a Government House. Here it was that during the occupation of the city by the Americans the celebrated Benjamin Franklin, Charles Carrol, and Samuel Chase, the commissioners of Congress, held their councils of war, and beneath its roof the first printing press ever used in Montreal was set up to print the manifestos. The building is now known as the Jacques Cartier Normal School. Facing the Champ de Mars is the Geological Museum recently vacated by the Geological Survey on their removal to Ottawa. It was built under the direction of Sir William Logan, the late head of the Geological Department of the Province. On the slope of the Mountain, above Sherbrooke street, stands the McGill College, while lower down, on University street, is the Museum of the Natural History Society. Here the tourist can gain information relative to the zoology and ornithology of Canada; and to those who are disciples

of Isaac Walton the curator can give any information regarding the fishing grounds.

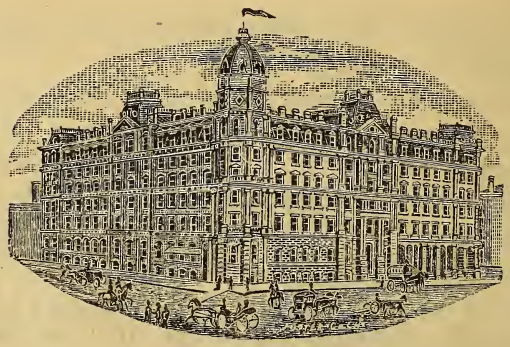
The English Cathedral (Episcopal), on St. Catherine street, is by far the most perfect specimen of Gothic architecture in America. It is well worthy a visit. The streets in this neighborhood are studded with churches—Roman Catholic, Presbyterian, Wesleyan, and Episcopalian—each tending to make the ecclesiastical architecture of the city worthy of comparison with the many public buildings with which Montreal abounds. A new Catholic Cathedral is being erected corner of Dorchester and Cathedral streets, to be second only in the world to St. Peter's at Rome, and after the same model.

The Church of the Jesuits on Bleury street is a very imposing edifice. The interior is covered with frescoes of incidents in the lives of our Saviour and His Apostles.

Erskine Church and Knox Church (Presbyterian) are two fine specimens of modern Gothic. The Wesleyan Church, Dorchester street, with its graceful spire forms a conspicuous object, though its dimensions are overtopped by the large American Presbyterian Church adjoining it.

Windsor Hotel.

This building is designed after the style of the famous "Potter Palmer" Hotel in Chicago, and by the same architect. The furniture and appointments are most costly and luxurious, and the house contains everything proper to a first-class modern hotel. No expense has been spared to make it the Palace Hotel of the Dominion.



WINDSOR HOTEL.

The terms are no higher than those of the first-class houses of the United States and Europe. The management, under Mr. Swett, is unexceptionable.

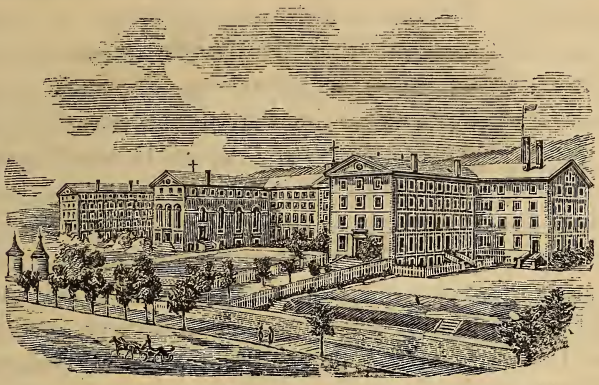
QUEENS HALL.

situated on St. Cahterine Street, should be visited by strangers coming to this city. It is a magnificent structure and its interior is superior to any Hall in the City. On the Stage of the Hall has been erected a fine large Concert Organ, built by Messrs Bolton and Smith of Montreal from specifications originally prepared by Dr. Maclagan, organist of the English Cathedral (see advertisement following Miscellaneous Specialities at back of Book.)

This instrument contains 50 Stops, distributed over three manuals and pedals, and is in every respect a perfect specimen of workmanship and construction. The wind pressure is supplied by Berry's hydraulic engine. The cost of the whole work amounted to over 10,000 dollars.

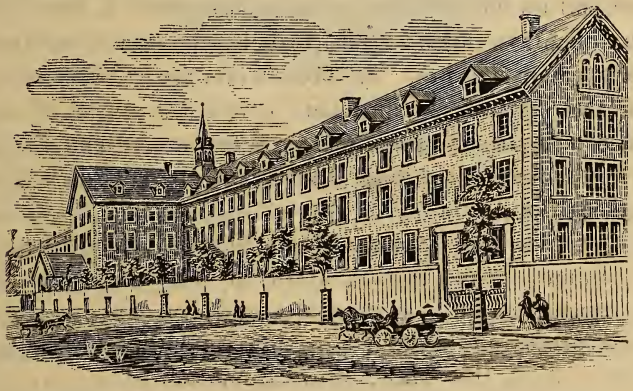
A little further westward on St. Catherine street is a pretty little Gothic church (Episcopalian,) dedicated to

St. James the Apostle, and beyond that again stands the large Roman Catholic Seminary, on the Priests'



CATHOLIC SEMINARY.

farm. Here is a beautiful chapel, well worthy of inspection. The grounds and gardens attached to the Seminary are well laid out.



GREY NUNNERY.

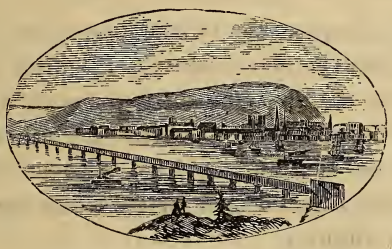
Returning from the Seminary by Guy street, we visit the celebrated Grey Nunnery, founded in 1642. This

new edifice covers an immense area, and the chapel and wards of the nunnery are annually visited by thousands of tourists. The old nunnery near the river, so longthe centre of attraction, from its quaint appearance and solemn-looking walls, has given way to beautiful warehouses and stores, which line the streets opened through its former spacious gardens. A visit to the Reservoir on the mountain side will repay the trouble, as a fine view of the city may here be obtained. From these reservoirs the city is supplied with water which is taken from the St. Lawrence, about a mile and a half above the Lachine Rapids, where the elevation of the river surface is about 37 feet above the Harbor of Montreal. The Wheel-house at the termination of the Aqueduct is worthy of notice. The water is admitted to and discharged from this building through submerged archways under covered frost-proof passages, extending above and below the building. There are two iron wheels 20 feet diameter and 20 feet broad with enormous auxiliary steam engines. The reservoirs are excavated out of the solid rock, and have a water surface of over ninety thousand square feet, 206 feet above the harbor with a depth of 25 feet. The length is 623 feet, with a breadth of 173, formed into two reservoirs by a division wall. The two contain about fifteen million gallons. Total cost of aqueduct, machinery, pumping main and reservoir, over $2,000,000. With the power here supplied the Fire Department are enabled to hold in check any threatened conflagration, and their efficiency is increased by the Fire Alarm Telegraph, which has proved a thorough success. The chief office is in the City Hall, from which it has connections with upwards of 98 boxes,

the church bells, several public clocks, the Observatory and Water-works.

The Victoria Bridge

ought to be visited. Visitors are allowed to examine the first tube without an order, and, as they are all alike, to see one tube is to see all. The Bridge is a wonderful structure and reflects as much credit on the successful builders as upon the original designers. The tube through which the trains pass rests upon twenty-four piers, and is about a mile and a quarter long. The piers are all at a distance of 242 feet, with the exception of the



MONTREAL AND VICTORIA BRIDGE.

two centre piers, which are 330 feet; upon these rests the centre tube, which is 60 feet above the summer level of the St. Lawrence. At the centre of the bridge is an opening, from which there is a magnificent view of the river.

The bridge is approached by two massive embankments, the one on the Montreal side being 1,200 feet, and that on the south shore 800 feet in length; which together, including the abutments, make the total length of the bridge 9,084 feet, or a mile and three quarters nearly.

The abutments are each, at the base, 278 feet long, and are built hollow, having eight openings or cells, 48 feet in length, and 24 feet in width, separated by cross-walls 5 feet in thickness. The flank-wall on the down-stream side rises nearly perpendicular, and is seven feet in thickness; that on the up-stream has a slope from its foundation upwards; the thickness of the walls is 12 feet, and they present a smooth surface to facilitate the operation of the ice, on which account its form had been thus determined. To ensure greater resistance to the pressure of the ice, the cells are filled up with earth, stone and gravel, so that one solid mass was thus obtained.

The embankments are solid, composed of stones 36 feet above the summer water level, and of the width of 30 feet on the upper surface, formed with a slope of one to one on the down side of the stream, and a hollow shelving slope of about 2½ to one on the upper side. The slopes are faced with stones set on edge at an average angle of about 45°.

The piers are solid, and constructed, as well as the abutments, of the finest description of ashlar masonry, laid in horizontal courses measuring from 7 to 12 feet on the bed, and from 3 feet 10 inches to 2 feet 6 inches thick above the water level, and thence varying into a course of 18 inches under the plates. The stones were cut with the greatest exactness, seldom requiring to be re-dressed after being laid. They weigh from 7 to 17 tons; the average weight of each stone is 10½ tons. All the beds and vertical joints are square, dressed in the most efficient and workmanlike manner; the external face rough, and without any

pick or tool marks, but with the natural quarry face preserved.

The string-courses and copings are fair-picked, dressed throughout and neatly pointed and weathered, and a tool draft, eight inches wide, on each quoin. Each course of the ice-breaker is secured with fox-wedged bolts of 1½ inch iron, which pass through into the second and third courses under it, and the horizontal joints are cramped together with iron cramps 12 x 5 inches, through which the bolts pass.

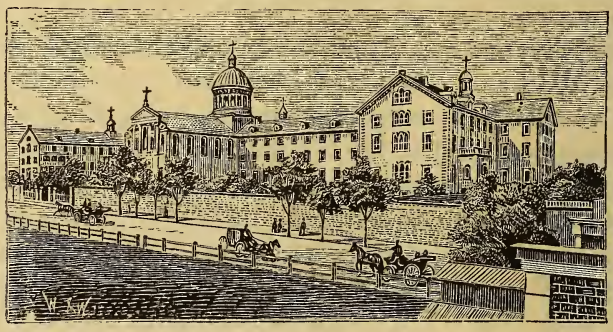
The description of stone used is a limestone of the Lower Silurian order, and known under the Geological term of Chazy. The average height of the piers above the summer water level is 48 feet, gradually rising from a height of 36 feet at the abutments to 60 feet at the centre pier, giving a grade of 1 in 132, or 40 feet to the mile. The centre span is level. Each pier is furnished with a solid cut-water or ice-breaker, which forms a portion of the pier itself. They are of a wedge form, and slope from their foundations upwards, terminating in an angle, 30 feet above the summer level of the river. The dimensions of the pier at the junction with the cut-water are 16 x 48 ft., but the whole transverse side of a pier at the foundation, including the cut-water, which extends up the stream, is 16 x 90 feet.

The foundations, of course, vary; some are as low as 20 feet below the water.

The whole of the ashlar is laid in hydraulic cement, in the proportion of one part sand to one part cement. The backing from the level of the surface of water upwards is in common mortar. The piers are calculated to resist a pressure of seventy thousand tons.

The important part this bridge plays in the uninterrupted communication of the Western traffic with that of the United States—Boston, Portland, etc., need not be dilated on. It is more than commensurate with its cost —which was nearly 7,000,000 dollars. It gives to Montreal an unbroken railway communication, the value of which cannot be over-estimated.

There are many pleasant drives in and around Montreal, the most popular being those "Round the Mountain" and the Lachine Road. Taking the former



HOTEL-DIEU.

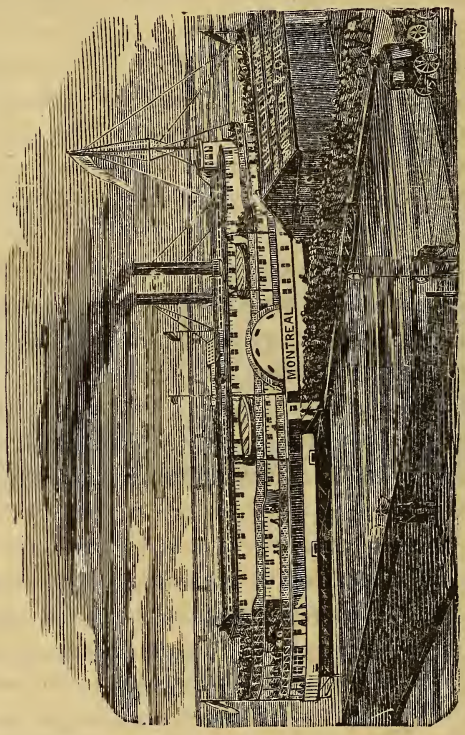
we leave the City by St. Lawrence Main street, passing on our way near the City limits an immense structure surmounted by a beautiful dome. This is the "Hotel Dieu," a Cloister and Hospital. The building with its enclosure covers an area of several acres. Immediately after passing the toll-gate a road turns to the left leading to the beautiful "Mount Royal Cemetery," the resting-place of the Protestant dead of Montreal, and the grounds will compare favorably with the celebrated cemeteries of the Old World. The Roman Catholic

Cemetery adjoins the Mount Royal, and is approached by the road leading to the opposite side of the Mountain. The drive on which we have entered is a very delightful one. A fine view is obtained of the country from Côte des Neiges, across the island to the "Back River" or Ottawa, with its numerous hamlets, convents and churches, where M. Peloquin has a neat and commodious hotel, and guests will receive every attention—piscatorial matters a specialty; and for a picnic commend us to the *Priest's Island*, close to the old mill of the rapids Sault au Recollet, a delightful spot, and where, during the season, a good day's fishing is to be had.

The drive to Lachine will prove of the greatest interest. The Lower Lachine Road leads along the bank of the St. Lawrence, and during the drive there may be seen the steamer descending the rapids.

To points beyond the island of Montreal, a favorite trip is that to Belœil Mountain, near St. Hilaire. The latter is a station on the Grand Trunk Railway, about 18 miles from Montreal, and where several trains stop during the day, so that there will be no difficulty in performing the trip without remaining at the village for the night. From St. Hilaire Station, the tourist proceeds to the pretty little village of Belœil, whence he is conducted to the base of the mountain, which can be ascended with comparative ease—even by ladies—by a circuitous path, passing through a maple grove, leading to a beautiful lake, formed in the hollow of the mountain. This lake abounds with fish. This is the general resting-place before the ascent to the peak. This mountain is the centre of great interest to the French Canadian

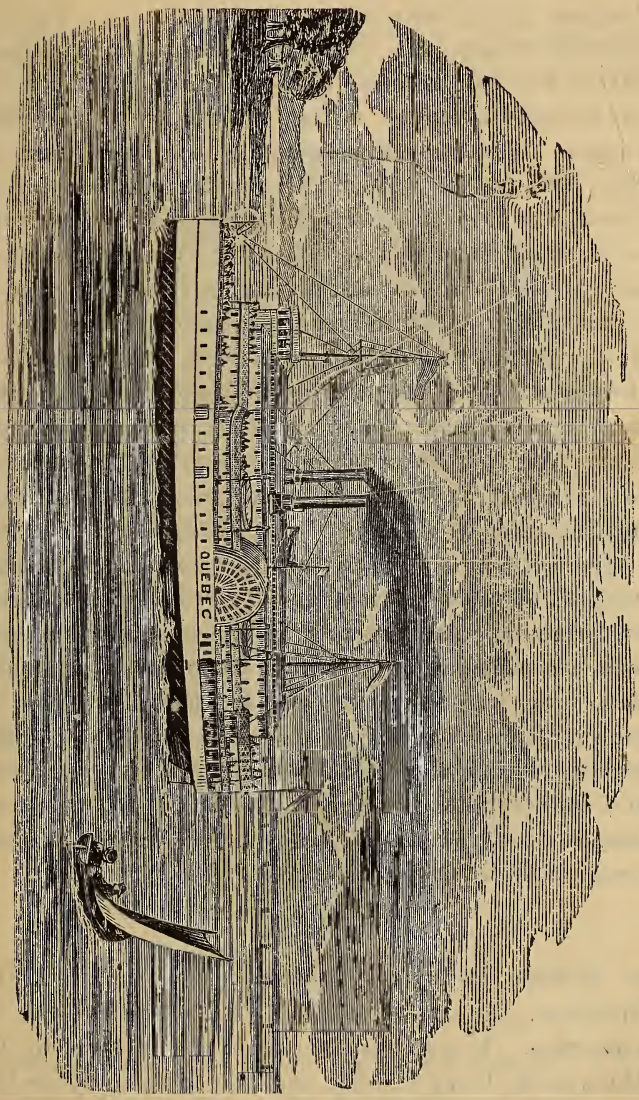
Catholics. On the road are, at intervals, wooden crosses having inscriptions referring to our Saviour's journey to Mount Calvary, and on the summit of the mountain are the ruins of a chapel erected some years ago. From these ruins, about 1,400 feet above the river, a splendid



STEAMER "MONTREAL."

panoramic view of the country for 60 miles round may be had. The rich panoramic scene amply repays the fatigue of the journey.

We shall now leave Montreal and proceed to Quebec, taking as our conveyance the popular Richelieu and



STEAMER "QUEBEC."

Ontario Navigation Company's Mail Line. The two splendid vessels, the "Montreal" and the "Quebec," make the trip between Montreal and Quebec every night, except Sunday, during the time that navigation is open. Any traveller preferring the land route can take the trains, leaving Bonaventure Station on the Grand Trunk Railway, and, after an eight hours' journey, arrive at Point Levi, opposite "the Ancient Capital," (as Quebecers are fond of styling their city,) whence a a steam ferry will soon convey them across the river; or by the trains of the Q. M. O. & O. R., which run down the North side of the river. To many, however, the most agreeable route is that selected by us for description. We shall, therefore, go on board the "Montreal" or "Quebec," take a stateroom, and be landed early next morning at one of the quays of Quebec.

The scenery on this part of our route is not striking, we shall therefore content ourselves with briefly noticing the principal points, many of which our vessel will pass while probably we ourselves are enjoying a refreshing sleep. As we steam out from the wharf, we pass by the shores of the military island of St. Helen's, so called after the beautiful wife of Champlain, the first Governor of Canada, and the founder of Quebec. Just below the Island is the village of Longueuil, a favorite summer resort of the citizens of Montreal.

SOREL,

or William Henry, is situated at the mouth of the Richelieu, the outlet of Lake Champlain into the St. Lawrence. It occupies the site of a fort built by the Marquis de Tracy in 1665, and was for many years the

summer residence of the English Governors of Canada, and here Queen Victoria's father at one time resided. The population is about 5,000.

WRECK OF A RAFT ON LAKE ST. PETER.

Immediately below Sorel, the river widens into a lake called

ST. PETER,

which is about 35 miles in length, and about 10 miles in width. It is very shallow, except in a narrow, channel, which has been excavated for the ocean steamers and sailing vessels of very large tonnage, coming up to Montreal during the summer season.

In calm weather it is pleasant sailing over its waters, but, owing to its shallowness, a strong wind causes its waves to rise tempestuously, and many wrecks, principally of rafts, take place every year.

We now touch at the half-way port of

THREE RIVERS,

situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the same distance above Quebec. It is one of the oldest settled towns in Canada, having been founded in 1618. It is well laid out, and contains many good buildings, among which are the Court House, the Jail, the Roman Catholic Church, the Ursuline Convent, and the English and Methodist Churches. The celebrated St. Maurice Forges, situated near the town, have been in operation for more than a century. The population is 12,000.

BASTICAN,

A village of little importance, is the last stopping-place before reaching Quebec. Seven miles above Quebec, we pass the mouth of the Chaudière river. A short distance from its entrance are situated the Chaudière Falls. These falls are very beautiful and romantic, and are annually visited by large numbers of tourists. The

river at this point is about four hundred feet wide, and the height of the falls is one hundred and twenty-five feet. The course of the river is thickly studded with

CANADIAN HABITANTS.

picturesque islands, covered with fine trees, which add much to the beauty of the scenery.

In passing down the St. Lawrence, the country upon its banks presents a sameness in its general scenery until we approach the vicinity of Quèbec. The villages

CANADIAN FARM-HOUSE.

and hamlets are decidedly *French* in character, and are generally made up of small buildings; the better class are painted white, or whitewashed, having red roofs.

Prominent in the distance appear the tin-covered spires of the Catholic churches, which are all constructed in a style of architecture peculiar to that Church.

CANADIAN PRIEST.

CANADIAN PEASANT.

The rafts of timber afford a highly interesting feature on the river as the traveller passes along. On each a shed is built for the raftsmen, some of whom rig out their huge, unwieldy craft with gay streamers, which flutter from the tops of poles. Thus, when several of these rafts are grappled together, forming, as it were, a floating island of timber, the sight is extremely picturesque; and when the voices of these hardy sons of the forest and the stream join in some of their Canadian boat songs, the wild music, borne by the breeze along the water, has a charming effect. Many of these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

CANADIAN BOATMEN.

We now come within sight of the "Gibraltar of America," as the fortified city we are approaching has been called.

QUEBEC.

HAVING landed, our first course is to proceed to a hotel. On this point our choice would be the St. Louis, owned by the Russell Hotel Co. The tourist or man of business will have no trouble in making his way to the well-known St. Louis Hotel, where he will always be greeted in such a hospitable and home-like

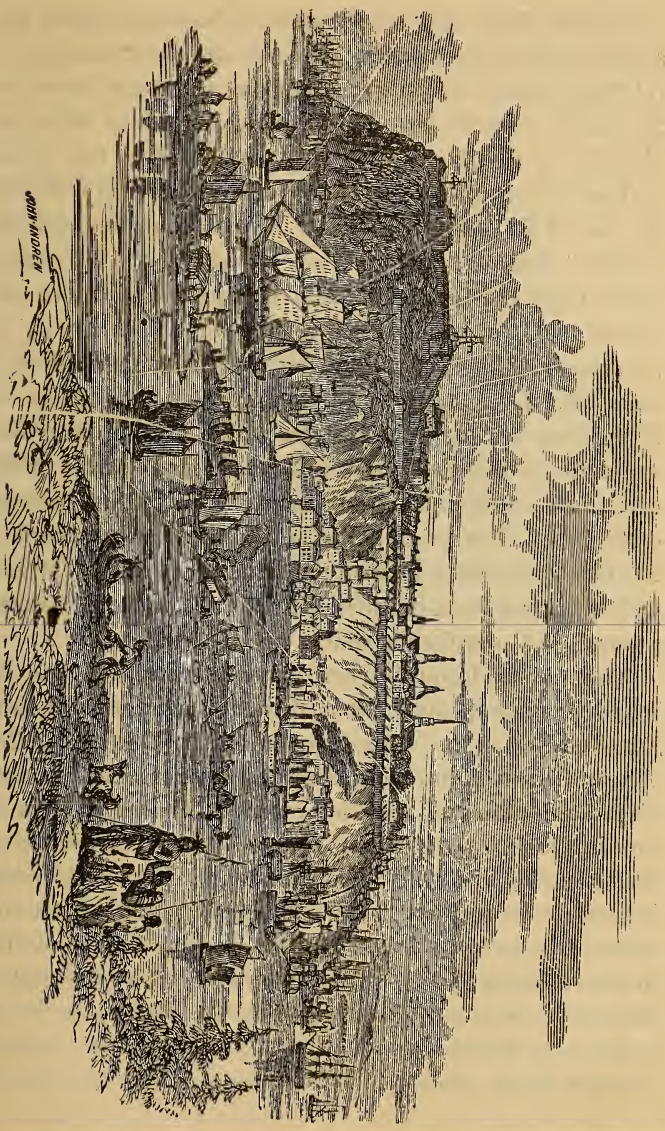
ST. LOUIS HOTEL.

way that he feels comfortable and at his ease at once. The St. Louis Hotel takes the lead in the hotel business here, and is kept by the Russell Hotel Company, whose president is that well-known veteran hotel proprietor. Willis Russell, Esq., whose name is a sufficient guarantee that patrons of the St. Louis Hotel will always receive the best of accommodation. This Hotel is situated on the principal thoroughfare of the city, St. Louis street, surrounded by the most delightful and fashionable pro-

menades, etc. For us to enumerate the distinguished people who have made the St. Louis Hotel their home during the past ten years would be almost like publishing the names of the celebrated persons who have visited the city during that period.

At this house the tourist will find himself at home and surrounded by every comfort he possibly can desire, we are quite satisfied that his experience will be like our own, and lead to oft-repeated journeys to the old City.

Quebec, until recently the capital of United Canada, is situated on the north shore of the St. Lawrence, in lat. 46 deg. 48 min. north, and long. 71 deg. 15 min. west from Greenwich. It was founded by Champlain, in 1608, on the site of an Indian village, called *Stadacona.* It is the second city in the Province, and has a population of about 75,000. The form of the city is nearly that of a triangle, the Plains of Abraham forming the base, and the Rivers St. Lawrence and St. Charles the sides. It is divided into two parts – Upper and Lower Towns. The Upper Town is strongly fortified, and includes within its limits the Citadel of Cape Diamond, which is the most formidable fortress in America. The Lower Town is built upon a narrow strip of land which runs at the base of the Cape, and of the high grounds upon which Upper Town stands; and the suburbs of St. Roch's and St. John's extend along the River St. Charles, and to the Plains of Abraham. Quebec was taken by the British and Colonial forces in 1629, but restored to France in 1722. It was finally captured by Wolfe in 1759, and, together with all the French possessions in North America, was ceded to Great Britain by the treaty of 1763.



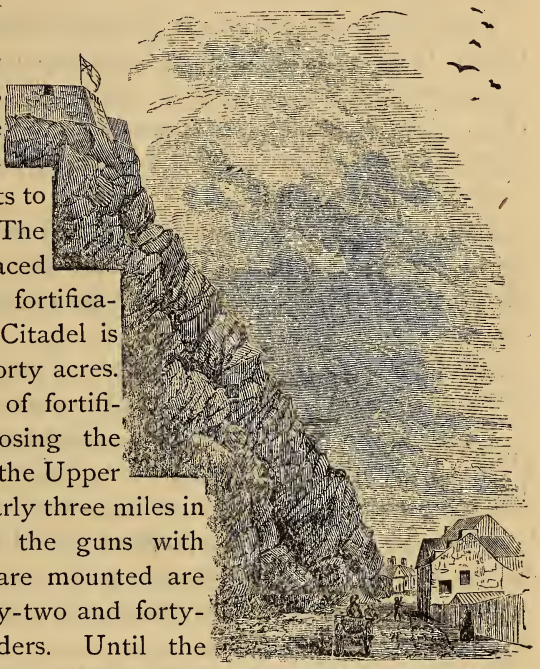
CITY OF QUEBEC.

Quebec, including the city and suburbs, contains 174 streets, among the principal of which are the following :— *St. John street*, which extends from Fabrique street to St. John's gate in the Upper Town, and is occupied chiefly by retail stores ; *St. Louis street*, a handsome and well-built street, extending from the Place d'Armes to the old St. Louis gate, and occupied principally by lawyers' offices and private dwellings ; D'Auteuil street faces the Esplanade and the grounds where the military were drilled, and is an elegant street mostly of private dwellings ; Grand Allée or St. Louis road outside St. Louis gate, and leading to the Plains of Abraham, is a pleasant and beautiful street, on which are many elegant villa residences ; St. John street without, is also a fine street, occupied by shops and private dwellings. The principal street in the Lower Town is St. Peter, on which, and on the wharves and small streets which branch from it, most of the banks, insurance companies', and merchants' offices are situated.

The fur trade of Quebec is very large, and has for many years employed thousands of dollars capital, and hundreds of men. The firm of G. R. Renfrew & Co., No. 35 Buade street, located directly opposite the Roman Catholic Cathedral, are the most extensive dealers in furs in Quebec, as well as Canada. They are the oldest house in this branch of business, having been established in Quebec for a great many years, and having ever maintained the best reputation for fair dealing and reliability in representing their goods. This firm import and manufacture all of their own goods, among which are to be found the choicest Russian and Hudson Bay, Sables, Canada Mink, Ermine, Grebe, Fancy Furs, and South

Sea Seal goods of all kinds and forms. They also keep a large assortment of Indian Curiosities, and are the most fashionable Hatters in Quebec. All their goods are sold at much less prices than similar goods in the United States.

The Citadel, on Cape Diamond, is one of the most interesting objects to visitors. The area embraced within the fortifications of the Citadel is more than forty acres.



FACE OF THE CITADEL, QUEBEC.

The line of fortification, enclosing the Citadel and the Upper Town, is nearly three miles in length, and the guns with which they are mounted are mostly thirty-two and forty-eight pounders. Until the past few years there were five gates to the city, three of which, Prescott, Palace and Hope gates, communicated with the Lower Town, and two of which, St. Louis and St. John's gates, communicated with the suburbs of the same name. About three quarters of a mile from the city are four Martello Towers, fronting the Plains of Abraham, and intended to impede the advance of an enemy in that direction.

Durham Terrace, in the Upper Town, is a platform commanding a splendid view of the river and the Lower Town. It occupies the site of the old castle of St. Louis, which was burnt in 1834, and was erected by a nobleman whose name it bears.

The Public Garden fronts on Des Carrieres Street, Upper Town, and contains an elegant monument, which was erected to the memory of Wolfe and Montcalm, in 1827. The height of this monument is 65 feet; its design is chaste and beautiful, and no stranger should leave Quebec without visiting it.

The Place d'Armes is an open piece of ground, around which the old chateau of St. Louis, the Government offices, the English Cathedral, and the old Court House are situated.

The Esplanade is a beautiful piece of ground situated between D'Auteuil Street and the ramparts.

The Roman Catholic Cathedral, which fronts upon the Upper Town market-place, is a very large and commodious building, but with no great pretensions to architecture. The interior is handsomely fitted up, and has several fine paintings by the old masters, which are well worthy of inspection. The church will seat 4,000 persons. It has a good organ.

St. Patrick's Church, on St. Helen Street, Upper Town, is a neat and comfortable building, and is capable of seating about 3,000 persons.

St. Roch's Church, on St. Joseph and Church streets, in the St. Roch's suburbs, is a large and commodious building, and will seat 4,000 persons. There are several good paintings in this church.

The Church of Notre Dame des Victoires, on Notre

Dame Street, is one of the oldest buildings in the city. It has no pretensions to architectural beauty, but is comfortably fitted up, and will seat over 2,000 persons.

Protestant Churches.

The English Cathedral is situated between Garden Street, St. Ann Street, and the Place d'Armes, Upper Town, and is a handsome edifice, 135 by 75 feet, and will seat between 3,000 and 4,000 persons. This church, which was erected in 1804, has a good organ, and is neatly fitted up.

Trinity Church, situated on St. Nicholas Street, Upper Town, is a neat cut-stone building, erected in 1824. It is 74 by 48 feet, and the interior is handsomely decorated.

St. Peter's Chapel is situated on St. Vallier Street, St. Roch's, and is a neat, plain structure, which will seat about 500 persons.

St. Paul's or The Mariner's Chapel is a small building near Diamond Harbor, designed principally for seamen.

St. Andrew's Church, in connection with the Church of Scotland, is situated on St. Ann Street, Upper Town. The interior is well fitted up, and will seat 1,300 persons.

St. John's Free Scotch Church is situated on Francis Street, Upper Town. It is a neat plain structure, and will seat about 600 persons.

The Wesleyan Chapel, on St. Stanislaus Street, is a handsome Gothic building erected in 1850. The interior is well fitted up, and it has a good organ. It will seat over 1,000 persons.

The Wesleyan Centenary Chapel is situated on D'Artigny Street, and is a plain but substantial edifice.

The Congregational Church, on Palace Street, Upper

Town, is a neat building of cut-stone, erected in 1841, and will seat about 800 persons.

The Baptist Church, on St. Ann St., Upper Town is a neat, stone building, and will accommodate 450 persons.

The other principal buildings worthy of notice are :—

The Hotel Dieu, hospital and church, which front on Palace Street, Upper Town, and, connected with the cemetery and garden, cover an area of about ten acres. The buildings are spacious and substantial, and the hospital has beds for about sixty sick persons.

The General Hospital is situated on the River St. Charles, in the St. Roch's ward. The hospital, convent, and church are a handsome quadrangular pile of stone buildings, well adapted to the purpose for which they are designed.

The Ursuline Convent, situated on Garden Street, Upper Town, was founded in 1641. A number of fine paintings are here to be seen, and application for admission should be made to the Lady Superior.

The University of Quebec fronts on Hope Street and the market-place, Upper Town. The buildings, which are of massive grey stone, form three sides of a quadrangle, and have a fine garden in the rear.

The Court House and the City Hall are substantial stone buildings, situated on St. Louis Street, and well adapted to their respective purposes.

The Jail is situated at the corner of St. Ann and St. Stanislaus streets, Upper Town. It is a massive stone building, and cost about £60,000. It is in a healthy location, and is well adapted to the purpose for which it was designed.

The Marine Hospital, situated in St. Roch's ward, on

the River St. Charles, is intended for the use of sailors and emigrants, and is a beautiful stone building of four stories. It was erected at the cost of £15,000, and will accommodate about 400 patients.

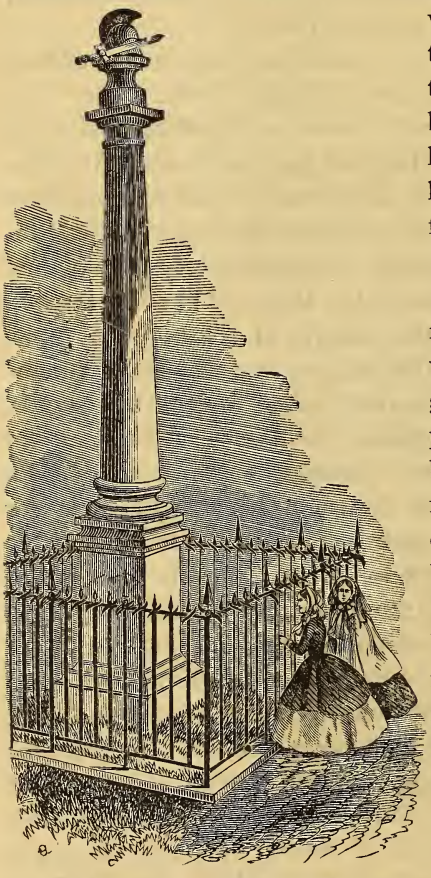
The Lunatic Asylum is situated at Beauport, two and a half miles from Quebec, and is an extensive building, enclosed in a park of some 200 acres.

The Music Hall is a handsome cut-stone edifice, situated on St. Louis street, Upper Town.

As the seat of French Power in America, until 1759, the great fortress of English Rule in British America, and the key of the St. Lawrence---Quebec must ever possess interest of no ordinary character for well-informed tourists. Living is comparatively cheap, and hotel accommodation equal to Montreal in every respect.

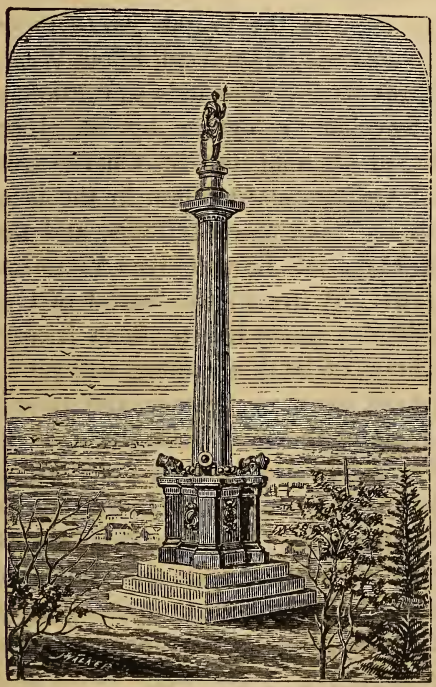
A city crowning the summit of a lofty cape, must necessarily be difficult of access; and when it is remembered how irregular is the *plateau* on which it stands, having yet for thoroughfares the identical Indian paths of Stadacona, or the narrow avenues and approaches of its first settlers, in 1608, it would be vain to hope for regularity, breadth and beauty in streets, such as modern cities can glory in. It is yet in its leading features a city of the 17th century---a quaint, curious, drowsy, but healthy location for human beings; a cheap place of abode. If you like a crenelated fort with loop-holes, grim-looking old guns, pyramids of shot and shell, such is the spectacle high up in the skies in the airy locality called the Upper Town. Some hundred feet below it, appears a crowded mart of commerce, with vast beaches, where rafts of timber innumerable rest in safety, a few feet from where a whole fleet of Great

Easterns might float securely on the waters of the famed river. On the Plains of Abraham stands Wolfe's monument, close to the spot where the immortal British hero expired, and near to the well from which water was procured to moisten his parched lips. A few minutes more bring one to Mr. Price's Villa, Wolffield, where may be seen the rugged path up the St. Denis burn, by which the Highlanders and the English soldiers gained a footing above, on the 13th September, 1759:---destined to revolutionize the new world, for the British, guided by a French prisoner of war, brought with them from England (Denis de Vitré, an old Quebecer,) or possibly by Major Stobo, who had, in 1758, escaped from a French prison in Quebec, and returned to his countrymen, the English, accompanying Saunders' fleet to Quebec. The tourist next



Wolfe's new Monument, Erected in 1849.

drives past Thornhill, Sir Francis Hincks' old home, when Premier to Lord Elgin. Opposite, appears the leafy glades of Spencer Wood, so grateful a summer retreat that my lord used to say, "There he not only loved to live, but would like to rest his bones." Next comes Spencer Grange, then Woodfield, the beautiful homestead of the Hon. Wm. Sheppard in 1840, and of the late James Gibb for many years after. Then follows lovely Benmore—Col. Rhodes' country seat—Clermont, Beauvoir, Kilmarnock, Cataraqui, Kelgraston, Kirk-Ella, Meadow, Bank, etc., until after a nine miles' drive, Redclyffe closes the rural landscape. Redclyffe is on the top of the cape of Cap Rouge, where many indications yet mark the spot where Roberval's ephemeral colony wintered as far back as 1541. The visitor can now return to the city by the same road, or select the St. Foy road, skirting the classic heights where General Murray, six months



Monument Erected at St. Foye in 1863.

after the first battle of the Plains, lost the second, on 28th April, 1760---the St. Foy Church was then occupied by the British soldiers. Next comes Holland House, Montgomery's head-quarters in 1775, behind which is " Holland Tree," overshadowing, as of yore, the graves of the Hollands.

The tourist shortly after observes the iron pillar, surmounted by a bronze statue of Bellona, presented in 1855 by Prince Napoleon Bonaparte, intended to commemorate this fierce struggle.

In close proximity appears the bright *parterres* or umbrageous groves of *Bellevue*, Hamwood, Bijou, Westfield and *Sans Bruit*, the dark gothic arches of Findlay Asylum, and the traveller re-enters by St. John Suburbs, with the broad basin of the St. Charles and the pretty Island of Orleans staring him in the face. Drive down next to see Montmorenci Falls, and the little room which the Duke of Kent, Queen Victoria's father occupied in 1791. A trip to the Island of Orleans, in the ferry, will also repay the trouble; it costs very little; half an hour of brisk steaming will do it. Cross to St. Joseph, Levi, per ferry steamer, and go and behold the most complete, the most formidable, as to plan, the most modern earthworks in the world. Drive to Lake Beauport, to luxuriate on its red trout, then to the Hermitage; at Charlesbourg. Step into the *Chateau Bigot;* sit down like *Volney*, amidst the ruins of Palmyra, and meditate on the romantic though unhappy fate of dark-eyed Caroline, Bigot's Rosamond.* You

* You will peruse Caroline's pathetic tale in that repository of Canadian lore, *Maple Leaves*, which you will find a trusty guide for objects without the city. At the beautiful residence of the author of that work (Mr. J. M. Le Moine) may be seen many relics of Old Quebec, and no one more ready than he to impart information on the interesting events of early Canadian History, in the knowledge of which few are so well acquainted.

imagine you have seen every thing; not so, my friend! tell your driver to let you out opposite Ringfield, on the Charlebourg road, and the obliging proprietor will surely grant you leave to visit the extensive earthworks behind his residence, raised by Montcalm in 1759—so appropriately called Ringfield; hurry back to town to spend the evening agreeably at the Morrin College, in the cosy rooms of the Literary and Historical Society, and retire early, preparing yourself for the great campaign of the morrow.

To the Lakes! To the Lakes!

Here are a few of them:—*Lake Calvaire at St. Augustin; Lake St. Joseph, Lac à la Truite, Lake Philippe, Lake Jaune, Snow Lake, Lac Blanc, Lac Sud-ouest, Lac Vincent, Lac Thomas, Lac Claire, Lac McKenzie, Lac Sagamite, Lake Burns, Lake Bonnet*—all within a few hours drive from Quebec, with the exception of Snow Lake. It is not uncommon to catch trout weighing from 12 lbs. to 20 lbs. in Lake St. Joseph and Snow Lake during the winter months.

We feel sure our reader, whatever his pretentions may be as a traveller, will be delighted with the ancient city of Quebec, and have a satisfactory feeling of pleasure within himself for having included it in the catalogue of places he has put down as worthy of a visit in his tour through Canada. The scenery outside the City, and all along the river on both shores, is exceedingly picturesque, every turn bringing a new and varied landscape into view, calculated to please the imagination, delight the eye, and satisfy the most fastidious in natural beauty.

LAKE ST. CHARLES,

thirteen miles north-west of Quebec, is one of the most picturesque spots in Canada, and during the summer months is frequently visited on account of its Arcadian beauty. There is a remarkable echo at the Lake which tarries some few seconds before repeating the sound uttered. It is then re-echoed, " as though the nymphs of the lake were summoning the dryads of the neighboring woods to join in their sport." To those who are fond of angling, the lake affords an ample supply of speckled trout.

THE FALLS OF MONTMORENCY.

IN taking our departure from Quebec, and on our way down the river we pass this celebrated cascade. These Falls, which are situated in a beautiful nook of the river, are higher than those of Niagara being more than two hundred and fifty feet, but they are very narrow—being only some fifty feet wide. This place is celebrated for its winter amusements. During the frosty weather, the spray from the falls accumulates to such an extent, as to form a cone of some eighty feet high. There is also a second cone of inferior altitude, called the " Ladies' Cone," and it is this of which visitors make the most use, as being less dangerous than the higher one. They carry " toboggins " — long, thin pieces of wood about 8 or 10 feet in length by 1 foot in width, turned up in front,—and having arrived at the summit, place themselves on these and slide down with immense velocity. Ladies and gentlemen both enter with equal spirit into this amusement. It requires much skill to avoid being capsized, and sometimes people do

FALLS OF MONTMORENCI.

find themselves at the bottom, minus the toboggin. Visitors generally drive to this spot in sleighs, taking their provisions with them; and upon the pure white cloth which nature has spread out for them they partake of their dainty repast, and enjoy a most agreeable picnic. They do not feel in the least cold, as the exercise so thoroughly warms and invigorates the system. There are men and boys in attendance, for the purpose of bringing down strangers who may desire to venture down the icy mountain, and to those who can enjoy this kind of pleasure, it is great sport. The drive to the Falls is very beautiful; the scenery on the road through Beauport, where the Provincial Lunatic Asylum is built, and back again being full of interest. The distance of these Falls from Quebec is eight miles. About two miles above the Falls is a curious formation on the river bank, called "the Natural Steps," being a series of layers of the limestone rock, each about a foot in thickness, and for about half-a-mile receding one above the other, to the height of nearly 20 feet, as regularly as if formed by the hand of man. They are a great object of wonder and curiosity, and, being so near the Falls, should certainly be included in the visit.

THE LOWER ST. LAWRENCE RIVER.

Having drawn toward the close of our visit to Quebec, we advise the tourist to at once make his arrangements for visiting that very popular resort, the Saguenay. For the past few years, thousands of Canadians and Americans have wended their way to this famous river, and the result of their experience has been to make it still more popular. None who have been there but have

resolved to repeat the trip the first time they could possibly do so, and to those who have not enjoyed this most lovely of all excursions we would say in the language of Shakspeare, "stand not upon the order of your going, but go at once." All information concerning the means of transit can be ascertained at the hotels to which we took our *compagnons de voyage;* but in case they may neglect to attend to the important duty of seeking such requisite knowledge, we would say that during the season steamers run between Quebec and the Saguenay, leaving Quebec four times per week on the arrival of the steamers from Montreal. These boats belong to the St. Lawrence Steam Navigation Company. They are elegantly fitted up for the comfort of passengers, and furnished with every convenience; indeed, there is nothing wanted to render the journey down the river most delightful. Once on board, and off, we find ourselves steaming away down stream at a good speed, and turning our eyes from the city we have just left, we see

THE ISLAND OF ORLEANS,

known in early days as the Isle of Bacchus, so called from the luxuriant growth of its wild grape vines. It is situated 9 miles below Quebec. It is 20 miles in length, and 6 miles in its greatest width. There are several villages scattered over its surface. Like the island of Montreal, its soil is very fertile.

THE FALLS OF ST. ANNE.

Seventy miles below Quebec, the River Ste. Anne empties into the St. Lawrence. About two miles from the village are the celebrated falls of the same name.

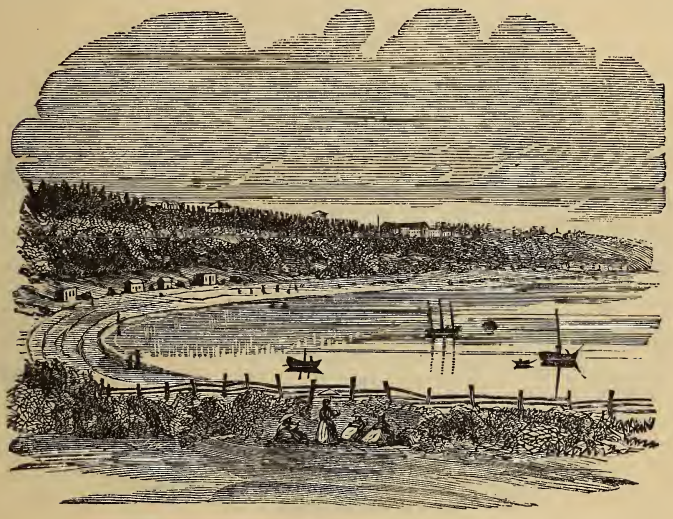
At this point there is a solitary vale of rocks, almost a natural grotto, through the centre of which the stream rushes until it escapes by a narrow channel, and continues its course, rushing downward with ever-increasing velocity. The scene below the cataract is very grand. Five miles below St. Annes River we pass Grosse Isle, a spot which ever recalls sadness. Thousands who left their homes on the far-off shores of Great Britain, with hearts full of the prospect of prosperity in the new world of America, have here found their last resting-place. In one single grave the bodies of about 6,000 Irish Emigrants lie interred. Apart from these sad recollections, the "Quarantine" Island is a fair spot, and its scenery is very beautiful. At this point the river widens, and ere long has reached such a width as to render its shores almost invisible from the deck of our gallant vessel. Passing onward, until Quebec lies 90 miles astern, we reach our first landing place,

MURRAY BAY,

or the favorite watering-place of the Lower St. Lawrence. The village is picturesquely situated amid frowning hills and wild scenery. It is a great resort in the summer months, and many Canadian families spend the entire season in this healthy retreat. Every one must enjoy a few days passed at this fashionable watering place. The "Lorne House" is a comfortable hotel, well furnished and managed—in connection with it are a number of cottages which are rented to summer visitors. Leaving it and steaming across the river, which is about 20 miles wide at this point, we strike Rivière du Loup, situated on the south shore. Here

those desirous of visiting the far-famed watering place of Cacouna can, after an exceedingly pleasant drive of about 8 miles through the country, find themselves in a fashionable place, containing some very good buildings.

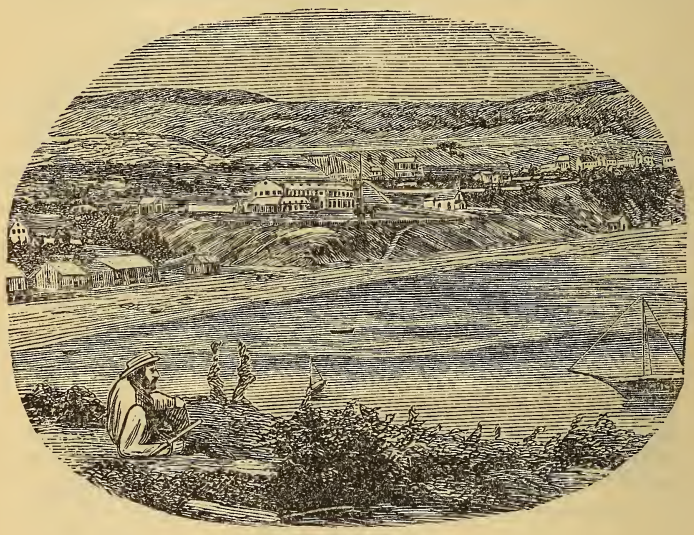
Leaving the wharf at Rivière du Loup, our steamer points her course again to the opposite shore, and in less than two hours we find ourselves at Tadousac, which is



CACOUNA BAY.

at the mouth of the River Saguenay. This is a very pleasant spot, and if no more time can be spared than the brief stay of the steamboat at the wharf, let us advise the tourist to go ashore immediately. There is a fine hotel here, and in connection with it are all kinds of sports for the amusement of visitors. The bathing of this place is also very superior. A large number of villas have been erected, including one built by His Exeellency

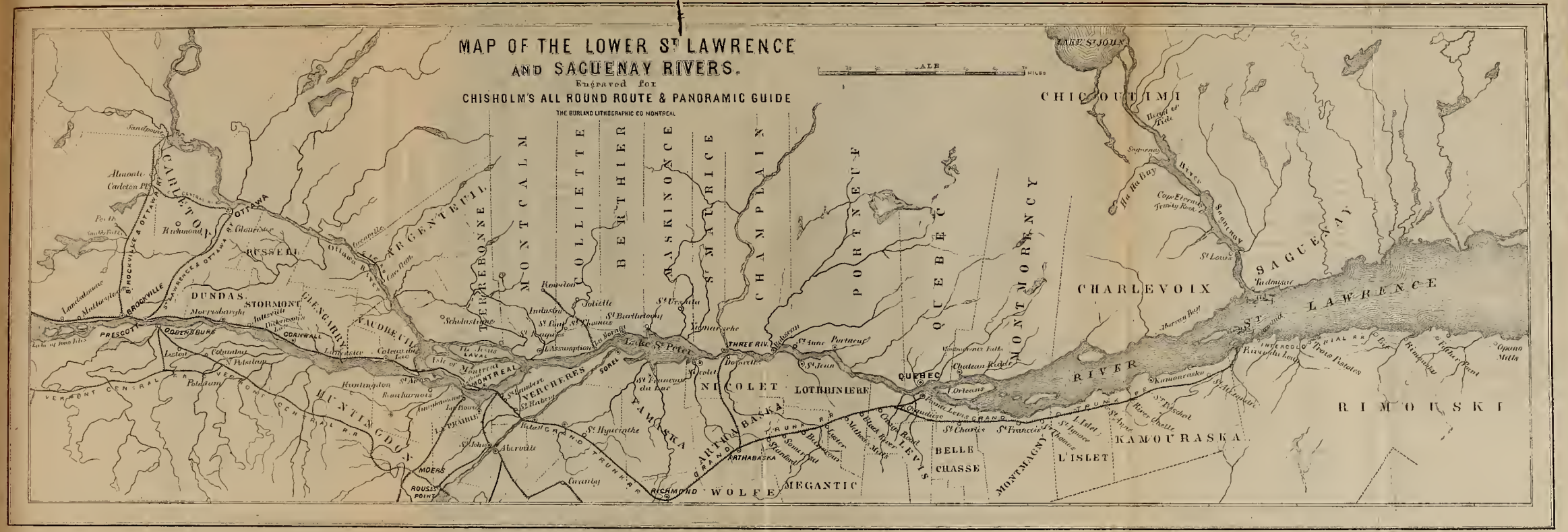
Earl Dufferin. Apart from its pleasures, Tadousac is interesting from its having been from an early period the capital of the French settlements, and one of their chief fur-trading posts. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette, the explorer of the River Missis-



TADOUSAC.

sippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins.

Getting aboard again, the whistle is sounded, and we are under steam, and now really enter the justly-renowned River Saguenay, and commence, as if by instinct, to strain our eyes, that we may catch a glimpse of all the magnificent natural grandeur that now bursts upon us.


MAP OF THE LOWER St LAWRENCE
AND SAGUENAY RIVERS.
Engraved for
CHISHOLM'S ALL ROUND ROUTE & PANORAMIC GUIDE
THE BURLAND LITHOGRAPHIC CO MONTREAL
SCALE
MILES
LAKE St JOHN
CHICOUTIMI
Head of Tide
Ha Ha Bay
Cape Eternity
Trinity Rock
Saguenay River
St Louis
SAGUENAY
ST LAWRENCE
RIVER
CHARLEVOIX
Murray Bay
Tadousac
Riviere du Loup
Trois Pistoles
Rimouski
Father Point
Metis
Opono Mills
RIMOUSKI
KAMOURASKA
L'ISLET
MONTMAGNY
BELLE CHASSE
St Thomas
St Francois
St Ignace
St Denis
St Charles
St Michel
St Antoine
River Chaudiere
Levis
Point Levis
Quebec
Chateau Richer
Montmorency Falls
Orleans
Beauport
Beauport Mills
Black River
Chaudiere
Matawin Mills
Somerset
Arthabaska
Grand Trunk R.R.
Richmond
WOLFE
MEGANTIC
Drummondville
St Hyacinthe
St Hilaire
St Ours
Sorel
St Francois du Lac
Pierreville
Yamaska
NICOLET
LOTBINIERE
Three Rivers
St Maurice
St Anne
Portneuf
Batiscan
St Barthelemy
St Thomas
St Ursula
Lake St Peter
Becancour
Gentilly
Nicolet
Lotbiniere
Deschambault
Jacques Cartier
Pointe aux Trembles
Isle of Montreal
Isle Jesus
Laval
Lake of Two Mountains
Ste Anne
Vaudreuil
Ste Scholastique
Ste Agathe
St Jerome
Terrebonne
Assomption
L'Epiphanie
Lachenaie
Repentigny
Berthier
Joliette
Industry
Rawdon
Montcalm
Colliette
Gaskinonge
St Maurice
Champlain
Portneuf
Quebec
Montmorency
Argenteuil
Ottawa River
Carillon
Grenville
Calumet Island
Pt Fortune
Hudson
Como
Vaudreuil
Ste Anne
Lachine
Lachine Rapids
Caughnawaga
Chateauguay
Beauharnois
Valleyfield
Huntingdon
Hemmingford
Napierville
Laprairie
St Remi
St Johns
Iberville
St Athanase
Abbotsford
Granby
Roxton
Acton
Drummond
Arthabaska
Somerset
Black River
Matawin Mills
Levis
Point Levis
Quebec
Chateau Richer
Montmorency Falls
Orleans
Beauport
Beauport Mills
Chaudiere
Pointe Levis
Grand Trunk R.R.
Vermont Central R.R.
Huntingdon
Hemmingford
Napierville
Laprairie

THE

INTERNATIONAL

RAILWAY AND STEAM NAVIGATION

GUIDE.

THIS TABLE IS CALCULATED FROM MONTREAL WHICH IS 14 MINUTES FASTER THAN WASHINGTON TIME.
Albany, N.Y. 11.59 A.M.
Atlanta, Ga. 12.16 P.M.
Alaska 7.37 A.M.
Bangor, Me. 12.19 P.M.
Buffalo, N.Y. 11.38 A.M.
Charleston, S.C 11.34 A.M.
Cincinatti, O. 11.16 A.M.
Columbia, S.C. 11.30 A.M.
Cleveland, O. 11.27 A.M.
Columbus, O. 11.22 A.M.
Detroit, Mich. 11.22 A.M.
Danville, Va. 11.36 A.M.
Denver, Col. 9.54 A.M.
Dubuque, Ia. 10.31 A.M.
Galveston, Tex 10.35 A.M.
Havana, Cuba 11.24 A.M.
Hannibal, Mo. 10.53 A.M.
Hamilton, Ont. 11.34 A.M.
Houston, Tex. 10.30 A.M.
Hartford, Conn. 12.03 P.M.
Indianapolis, Ind 11.10 A.M.
Jeffn City, Mo 10.45 A.M.
Jacksonville, Ill. 10.53 A.M.
Knoxville, Tenn 11.18 A.M.
Key West, Flo 11.27 A.M.
London, Eng. 4.54 P.M.
Louisville, Ky. 11.12 A.M.
Little Rock, Ark 10.45 A.M.
Leav'worth, K. 10.35 A.M.
Milwaukee, Wis 11.02 A.M.
Mobile, Ala. 11.02 A.M.
Min'polis, Min. 10.41 A.M.
Moncton, N.B. 12.34 P.M.
Madison, Wis. 10.56 A.M.
Macon, Ga. 11.23 A.M.
Memphis 10.53 A.M.
Mexico 10.18 A.M.
Nashville, Ten. 11.07 A.M.
N. London, Ct. 12.06 P.M.
N. Haven, Ct. 12.02 P.M.
Nebraska City 10.30 A.M.
Newark, N.J. 11.59 A.M.
TIME INDICATOR
WASHINGTON 1146
ST. JOHN, N.B. 1230
PHILADELPHIA 1153
BOSTON 1210
CHICAGO 1108
MONTREAL
HALIFAX 1240
NEW YORK 1158
NEW ORLEANS 1056
Newport, N.J. 12.09 P.M.
Niagara Falls 11.38 A.M.
Norfolk, Va. 11.49 A.M.
Ottawa, Can. 11.51 A.M.
Omaha, Neb. 10.30 A.M.
Port Hope, Ont 11.40 A.M.
Pittsburg, Pa. 11.34 A.M.
Portland, Me. 12.13 P.M.
P. Huron, Mich 11.20 A.M.
Providence, R.I. 12.08 P.M.
Portsmouth, Va 11.49 A.M.
Portland, Ore. 8.42 A.M.
Paris, France 5.03 P.M.
Peoria, Ill. 10.55 A.M.
Panama 11.36 A.M.
Pensacola 11.05 A.M.
Pekin, China 1.08 A.M.
Quebec, Can. 12.09 P.M.
Quincy, Ill. 10.47 A.M.
Richmond, Va. 11.44 A.M.
Roch'ster, N.Y. 11.41 A.M.
Rio de Janeiro 2.29 P.M.
Santa Fe. 9.50 A.M.
Savannah, Ga. 11.30 A.M.
San Francisco 8.44 A.M.
Salt Lake City 9.26 A.M.
St. Paul, Min. 10.42 A.M.
St. Louis, Mo. 10.53 A.M.
St. John, N.F. 1.23 P.M.
Saratoga, N.Y. 11.59 A.M.
Springf'd, Mas. 12.04 P.M.
St. Steph'n, NB 12.53 P.M.
Sault St. Marie 11.17 A.M.
Sacramento 8.48 A.M.
Sioux City, Ia. 10.28 A.M.
Springfield, Ill. 10.56 A.M.
St. Joseph, Mo 10.34 A.M.
Toronto, Ont. 11.36 A.M.
T'rreHaute, Ind 11.04 A.M.
Topeka, Kan. 10.31 A.M.
Vicksb'gh, Mis. 10.51 A.M.
Wilm'ton, N.C. 11.44 A.M.
Wheeling, Va. 11.31 A.M.
COMPILED, DESIGNED, AND ENGRAVED, FOR THE INTERNATIONAL RAILWAY AND STEAM NAVIGATION GUIDE.

THIS GUIDE CONTAINS

TIME-TABLES OF ALL CANADIAN RAILWAYS,

The Principal Railroads in the United States.

Maps of the Principal Lines and Inland Steam Navigation Routes,

ALSO, PUBLISHED THIS SEASON

MONTREAL ILLUSTRATED,

OR

Stranger's Guide to the City of Montreal,

SHOWING WHERE TO GO, WHEN TO GO AND HOW TO GO THROUGH THE CITY AND SUBURBS.

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THE SAGUENAY RIVER.

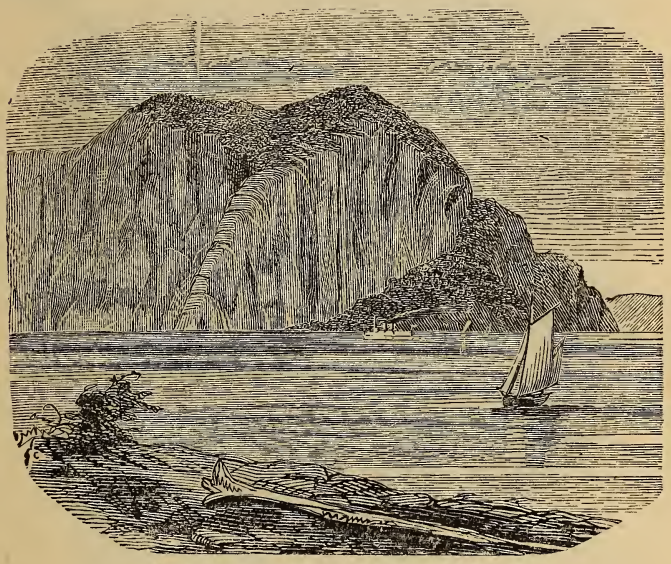
THE Saguenay is the largest tributary of the great St. Lawrence, and unquestionably one of the most remarkable rivers of the continent. It is the principal outlet of Lake St. John, which is its head water, a lake about forty miles long, surrounded by a heavily timbered and level country; its waters are remarkably clear, and abound in a great variety of fine fish. Eleven large rivers fall into it, yet it has only this one outlet. Into the lake there is a remarkable curtain fall of two hundred and thirty-six feet, so conspicuous as to be seen at forty or fifty miles distant, the Indian name for which is "Oueat Chouan," or "Do you see a fall there?" The Lake lies about 150 miles north-east of the St. Lawrence, and nearly due north of Quebec. The original name of the Saguenay was Chicoutimi, signifying "Deep water;" but the early Jesuit missionaries gave it the name it now bears, said to be a corruption of St. Jean Nez. The scenery is wild and romantic in the highest degree. The first half of its course averages half a mile in width, and runs through an almost untrodden wilderness; it abounds in falls and rapids, and is only navigable for the Indian canoe. A few miles below the southern fall in the river, is the village of Chicoutimi, at the junction of a river of the same name, which is the outlet of a long lake, named Kenokami, with the Saguenay. Here is a range of rapids which extends ten miles. The Indians say there is a subterranean fall above the foot of the rapids, which they call "Manitou," or the "Great Spirit." To avoid these falls there is a carrying place called "La Grande Portage." An extensive lumber business is transacted here; the village has an ancient appearance,

and contains about five hundred inhabitants. The only curiosity is a rude Catholic Church, said to have been one of the earliest founded by the Jesuits. It occupies the centre of a grassy lawn surrounded by shrubbery, backed by a cluster of wood-crowned hills, and commands a fine prospect, not only of the Saguenay, but also of the spacious bay formed by the confluence of the two rivers. In the belfry of this venerable church hangs a clear-toned bell, with an inscription upon it, which has never yet been translated or expounded. From ten to twelve miles south of Chicoutimi, a beautiful expanse of water, called Grand or Ha ! Ha ! Bay recedes from the Saguenay, to the distance of several miles.

The village of Grand Bay, 132 miles from Quebec, is the usual resort for those who wish to remain any time in the neighborhood of the Saguenay. The name Ha ! Ha ! is said to be derived from the surprise which the French experienced when they first entered it, supposing it to be still the river, until their shallop grounded on the north-western shore. At the northern head of it is another settlement called Bagotville. Between these two places, the Saguenay is somewhat shallow (when compared with the remainder of its course) and varies in width from two and a half to three miles. The tide is observable as far north as Chicoutimi, and this entire section of the river is navigable for ships of the largest class, which ascend thus far for lumber.

That portion of the Saguenay extending from Ha ! Ha ! Bay to the St. Lawrence, a distance of nearly sixty miles, is chiefly distinguished, and properly so, for its wonderful scenery. The shores are composed principally of granite, and every bend presents to view an

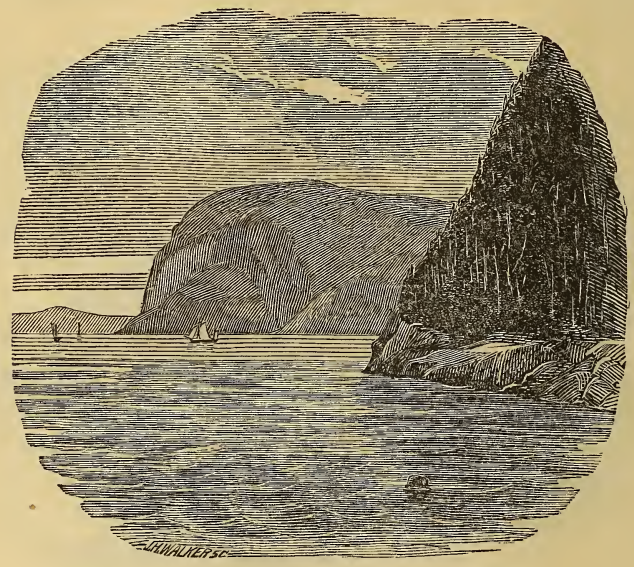
imposing bluff. Many of these tower perpendicularly into the air, and seem ready to totter and fall, at any moment. It appears awful, in steaming up the Saguenay, to raise the eyes heavenward, and behold hanging directly overhead a mass of granite weighing, perhaps, nearly a million tons. Here, as at Niagara, we feel the insignificance of man as we gaze upon the Almighty's handiwork.



TRINITY ROCK—RIVER SAGUENAY.

Descending from Ha ! Ha ! Bay, a perpendicular rock nine hundred feet high is the abrupt termination of a lofty plateau called The Tableau, a column of dark-colored granite 600 feet high by 300 wide, with its sides as smooth as if they had received the polishing stroke from a sculptor's chisel. Statue Point is also another gem of scenery ; but the great attractions in

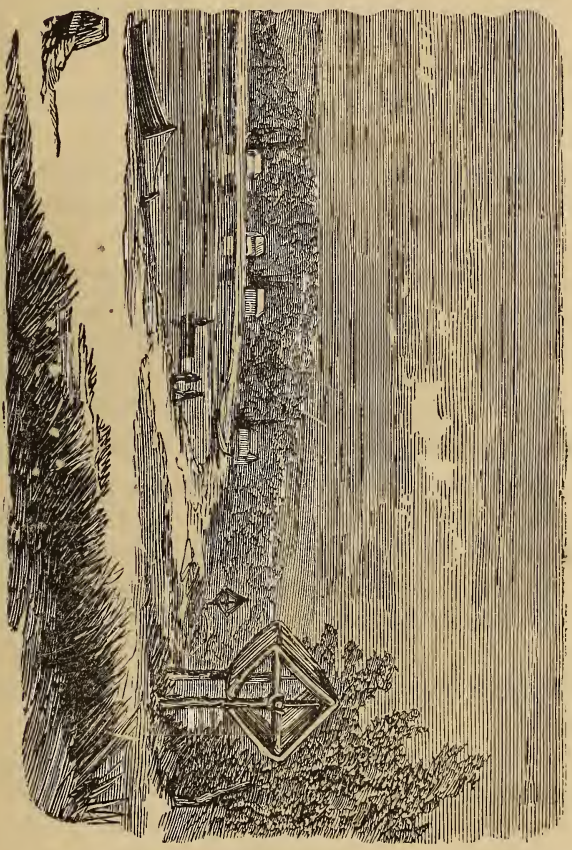
the Saguenay are Cape Eternity, and Trinity Rock, on the south shore, six miles above St. John's Bay. If the only recompense for the visit to the Saguenay was a sight of these stupendous promontories, we are quite sure no visitor would ever regret it. There is an awful grandeur and sublimity about them, which is perfectly indescribable. The steamers shut off steam at these



CAPE ETERNITY—RIVER SAGUENAY.

points, and the best view possible is arranged for the passengers by the Captain. The echo produced by blowing the steam whistle is very fine indeed. The water is said to be as deep five feet from the base of these rocks as it is in the centre of the stream, and, from actual measurement, many portions of it have been ascertained to be a thousand feet, and the shallowest parts not less

than a hundred; and from the overhanging cliffs it assumes a black and ink-like appearance. Cape Eternity is by far the most imposing. We read that an Indian



FISHING STATION.

hunter, having followed a moose to the brow of the cliff after the deer had made a fatal spring far down into the deep water, is said to have lost his foothold and perished

with his prey. We also learn from Le Moine's "Oiseaux du Canada," that two or three years ago two fine specimens of the bird of Washington, that rare eagle, were shot here, and, indeed, continually the flight of the bald-headed eagles along the summits of these beetling cliffs —the salmon leaping after its insect prey—or the seals bobbing their heads out of the water, attracts the sportsman's eye.

Nothing can surpass the magnificent salmon fishing of the Marguerite and other streams, tributaries to the Saguenay.

Before taking our departure from what must certainly be classed as one of the most picturesque spots in North America, we would pause to ask the tourist whether his expectations have not been fully realized in every respect, and even far exceeded. We feel satisfied an affirmative answer is the only one that can be given to such a question, for there can be no two opinions as to the magnificence of the scenery brought before the vision on a trip up the River Saguenay to Ha! Ha! Bay. Long descriptions of such scenery can convey but little to the reader, and must be at the best very inadequate. The trip must be taken before the grandeur of the Saguenay is to any extent understood and appreciated.

Leaving Tadousac on the return journey, the steamer again makes its way across the St. Lawrence to Rivière du Loup for the convenience of Cacouna passengers. Those desirous, by so arranging it, can here go ashore, and take the train, by the Intercolonial Railway, to Quebec. Having sailed down the river, this will prove an interesting change, and bring them into Quebec

much earlier. Those remaining on the boat, will, if a fine day, enjoy the sail, calling at Murray Bay, as on the downward trip, and afterwards making straight for Quebec. Those tourists taking the train at Rivière du Loup can make connection at Point Levis, which is opposite Quebec, with trains for the White Mountains, on the Grand Trunk Railway, the next place at which we purpose stopping with them. Those who still keep to the boat, on arrival at Quebec, will probably prefer lying over a day, for rest, before proceeding on their journey.

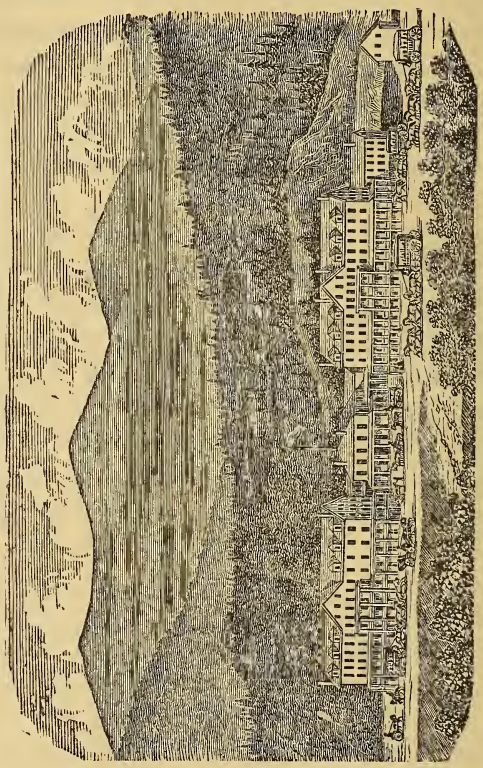
From Point Levi there is not much to be seen, and we, therefore, advise our travellers, as soon as possible after getting on the train, to get a sleeping berth, have a good night's rest, and be in good trim on reaching the White Mountains. At Richmond Station, which is the junction with the main line of the Grand Trunk Railway, our tourist can have a comfortable meal.

Twenty-five miles from Richmond is the flourishing manufacturing town of Sherbrooke. Here tourists going *via* the Connecticut and Passumpsic River R. R. will change cars.

Sherbrooke is an incorporated town, the capital of the County of Sherbrooke, on both sides of the River Magog, and on the Grand Trunk and Massawippi Valley railways, 101 miles east of Montreal.

It contains the head office of the Eastern Townships Bank, the chief office in Canada of the British American Land Company, several insurance agencies, churches of five or six denominations, an academy, many stores, and manufactories of woollen and cotton cloths, flannels, iron castings, machinery, axes, pails, etc.; also saw

mills, breweries, etc. Population about 10,000. Tourists taking the Connecticut and Passumpsic River and Massawippi Valley Railway will, at Newport, connect with the South Eastern Railway.



GLEN HOUSE, N. H.

Continuing our tour *via* Grand Trunk we will, in about seven hours, find ourselves, after a very pretty ride through a mountainous country, at Gorham, and on landing will find coaches in readiness to take us to

the Glen House, eight miles distant. There are numerous drives around Gorham, which are all exceedingly pretty. It is a point from which the beauty of the range of Mount Moriah, Carter, and the Imp may be viewed to the best advantage.

The first desire of the tourist when he arrives at Gorham is to learn how to reach most readily the celebrated Mount Washington. Taking his seat in the coach he soon reaches the

GLEN HOUSE,

which occupies a picturesque location in the valley of the Peabody River, at the base of Mount Washington. Its position in this vast arch of nature is at once striking and interesting to the tired traveller, who, drawing nearer the spot, finds the atmosphere of hospitality surrounding the house, life and bustle at its entrance, a noticeable contrast to its isolation, and a pleasant welcome after a long day's journey.

A piazza extends the entire length of the house, and commands extensive views of Mount Washington, Jefferson, Adams, Madison, the head of Tuckerman's Ravine, and the Carter Range, all of which may be considered unrivalled among the many sublime aspects of the far-famed New Hampshire Hills. The grandeur of this spectacle is a constant and unfailing source of delight to all lovers of mountain scenery.

Stages connect here with the Grand Trunk Railway at Gorham, 8 miles; Portland and Ogdensburg Railway at Glen Station, N. H., 15 miles; Eastern Railway at N. Conway, 20 miles; and Mount Washington Railway, at summit of Mount Washington, 8 miles.

ASCENT OF MOUNT WASHINGTON.

The carriage road, a triumph of engineering skill, was opened in 1861. The carriage grade is 12 feet in 100. So beautifully constructed is the road that no more discomfort is experienced than in the same amount of riding upon any other road. During the first four miles the road winds among the forest trees until we reach "the Ledge," where the road emerges from the forest and the beauties of the ascent begin. From this point the road winds along the verge of a deep ravine, between Mounts Washington, Clay and Jefferson. Passing onward we have a most charming view of the Saco Valley. The path now rises on a series of plateaux, and ascending the last part of the steep cone we stand upon the summit. What a magnificent prospect! A horizon of nearly 600 miles bounds the prospect, and the mountain peaks stand on every side as sentinels. Formerly there were two hotels on the summit. These have been united under one management, and are now known as Mount Washington Hotel. To enjoy the mountain scenery it is advisable to remain over night, and, if it be clear, the gratification will be complete. The sunset is magnificent beyond description. As the sun sinks in the west, the shadows of the mountain enlarge, and extend far and wide.

The great pyramidal shadow of the Summit travels along the eastern landscape, gradually darkening green fields, pleasant lakes, winding rivers, and the snug hamlets that line their shores, till, reaching the horizon, the apex actually seems to lift itself into the haze. The line of ocean is now distinctly visible. The western mountains

are glowing with golden light. The sun goes down in a blaze of glory. Then, as the shadows deepen, the mists begin to collect on the surface of every lake, and pond, and brook, till it seems as though each little sheet of water was blanketed and tucked in beneath its own coverlet of cloud, to spend the night in undisturbed repose. Soon the Great Gulf—the deep ravines on either side—is filled with vapor, which, accumulating every moment, comes rushing up the slopes of the mountain till all the hollows are full to the brim. Then the surrounding summits peer out, lifting their heads above the dense masses. It seems as though one could walk across to Clay, Jefferson, Adams and Madison upon this broad platform of mist. Should this phenomenon occur before sunset, as sometimes it does, the effect is indescribably beautiful and grand, as if bridges of burnished gold had been thrown across the deep chasms from mountain top to mountain top. Through the long twilight these magical and shifting scenes continue till the hour of retiring comes. At early dawn the traveller is aroused to witness the reverse of the picture which he saw on the previous evening. The sun comes up from the sea, the great pyramid of shadow beginning in the west gradually contracts, the little cloud blankets rise from the lakes and float away into the upper air, and the sun, "as a bridegroom coming out of his chamber," clothed in light, "rejoiceth as a strong man to run a race."

There are many other pleasant trips to be made from the Glen House, one being a ride to the Imp, passing the Garnet Pools, where the rocks for some distance are curiously worn and polished by the action of the water.

Next are the Thompson Falls, a series of delightful cascades and water slides. We then reach the Emerald Pool, a beautiful spot, the theme of many a poet's song, and a subject for the artist's pencil. After tossing and tumbling among rocks here, the pool flows into a quiet

EMERALD POOL,

basin, where resting itself for a short time, it again emerges to recommence its toilsome journey.

Four miles from the hotel is situated the

GLEN ELLIS FALLS,

a narrow cataract which falls from a great height into a

shallow basin below. This fall is very beautiful, and amply repays the time occupied in reaching it.

We next visit the

CRYSTAL CASCADE,

GLEN ELLIS FALLS.

about one mile from the Glen Ellis Falls. Its descent is about eighty feet. At Glen Ellis the whole stream pitches in one tide, but here the water is spread to the utmost, and the appearance of the cascade has been compared to an "inverted liquid plume," a very happy simile.

TUCKERMAN'S RAVINE

is a tremendous gulf on the south side of Mount Washington. It has been called the Mountain Coliseum, and it is hard to realize the grandeur of the scenery here presented.

We now leave the Glen and continue our journey to

CRYSTAL CASCADE.

the Crawford House. The stages run twice a day to connect with the trains of the Portland and Ogdensburg R. R. at Glen Station. On leaving the Glen House the road lies towards the south. Passing onward we enter

PINKHAM NOTCH,

passing through which we speedily reach Jackson. A mile beyond this are the Goodich Falls, the largest perpendicular fall to be seen among the mountains. Soon after leaving the falls we reach Glen Station, where we

CRAWFORD NOTCH—WHITE MOUNTAINS.

take the cars. As we proceed up the Saco Valley we have before us to the left the three peaks of "Tremont, and directly behind we see the noble form of old Kearsage. At last

bursts upon our view, and looking up the gorge we have Mount Webster on our right, Willey on the left, with Mount Willard forming the centre of the picture.

No traveler through the mountains should miss the view from Mount Willard. The summit is reached from the Crawford House by the carriage road, a distance of a mile and a half. The view is one of the most surprising in the mountains. The valley and the Saco River are nearly twenty-five hundred feet below. The view is grand in the extreme, and here at one glance can be seen a greater part of the White Mountain Notch. The best time to see it is two or three hours before sunset, when the lengthening shadows are creeping down the western side of the Notch and begin to extend up the sloping sides of Mount Webster. This view is in some respects more beautiful and startling than any seen from Mount Washington.

Descending into the Notch, a short distance brings us to a point where stands the Willey House, at an elevation of two thousand feet, made famous by the slide of August 28th, 1826, when the face of Mount Willey slid into the Notch below, and in which the entire Willey family perished. No one can visit the old house, the rock in its rear which parted the slide, and the spot where the remains of some of the victims were found, without sharing the feelings of those who went in search of them.

The road now winds up a narrow ravine for about three miles, and as this is generally traversed towards evening, the scene is one of gloomy grandeur. With dark rocky walls, 2,000 feet high on either hand, we

feel our own nothingness, and a feeling of relief is experienced when we emerge from the defile, and see but a short distance before us the Crawford House a large new edifice, very commodious and agreeable. No more pleasing landscape can be found than that which is seen from the hotel piazza. A wide lawn and the acid little lake, the source of the Saco, comes under the eye. Beyond is the Notch, with Mount Webster on the left and Mount Willard on the right. A more quiet and restful view is not had in any place. Here the cares of life are forgotten and the old grow young in spirit. The air is invigorating and stimulates the body and mind to greater activity. The hotel is lighted with gas throughout. Our space will not permit of an extended notice of all the points of interest encircling this spot. A visit to Mount Willard will certainly be made. The ascent is very easy and pleasant, while the view from the summit affords more pleasure than far more lofty peaks. Near the summit is a remarkable cavern, worthy of a visit. In the Notch are many points of interest. The Flume, three-quarters of a mile from the hotel, derives its name from the narrow and deep ravine through which the waters of a mountain stream rush with great rapidity. Silver Cascade, a short walk below the entrance of the Notch and Ripley Falls, six miles below the Crawford House, are well worth seeing, especially in times of high water. The great feat, however, will be the ascent of Mount Washington, distant about nine miles from the hotel. There are special attractions in the old bridle path, which to many surpass those of stage or railway travel, therefore it is not to be wondered at that so many ascend by this route. We

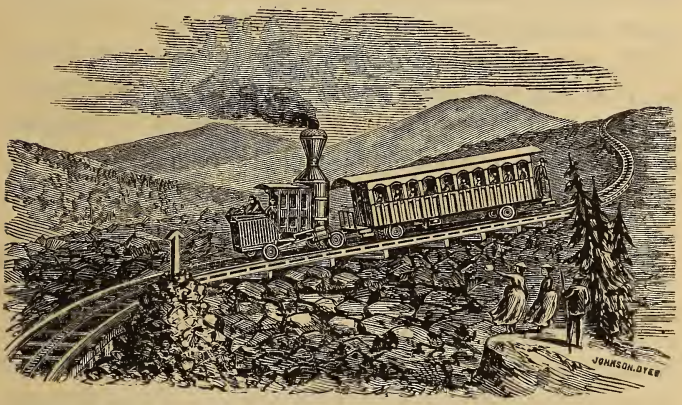
first scale Mount Clinton, 4,200 feet, from the summit of which a noble view is obtained. We now descend to the ridge which joins Clinton to Mount Pleasant, and, taking the path around the southern side of the mountain, we come to a plain lying at the foot of Mount Franklin, which we ascend, and the view is extremely grand. Passing Mount Monroe, several hundred feet below the summit, and winding round it, we gain our first view of Mount Washington, which we ascend by the south-western side. The view from the summit we have already described. From our lofty position we shall descend by the Mount Washington Railway.

This road was commenced in 1866, and the success which has attended the enterprise has been very marked. Few people now visit the mountains without making the journey one way at least by rail. The descent to the terminus is 2,625 feet, the terminus being 2,668 feet above the water. The greatest grade is 1,980 feet to the mile. The road is most substantially built, and, beside the usual rails, there is a centre rail, of peculiar construction, to receive the motive power. This consists of two bars of iron with cross pieces every four inches, and a centre cog-wheel in the locomotive plays into this rail.

The locomotive, as it first comes out of the house, has the appearance of being ready to fall over. As soon as it commences the ascent it stands upright, the slant being given to it to secure more uniform action. The driving wheel is geared into a smaller wheel, which connects directly with the crank. Four revolutions of the engine are required to make one of the driving wheels, thus sacrificing speed to power. The engine is not con-

nected to the car, but simply pushes the car up the track. On the return it allows the car to follow it down at a slow rate of speed.

To protect the train from accident, a wrought-iron dog constantly plays into notches on the driving wheel so that if any part of the machinery gives way, the train is arrested where it is. There are also the usual friction brakes, and in addition, atmospheric brakes on each side of the car. These last alone are sufficient to stop the car and hold it in any position.



MOUNT WASHINGTON RAILWAY.

The cars are comfortable and easy, and the trip is made without danger or fatigue. The cars are provided with seats placed at an angle, which brings them nearly on a level on the ascent. They all face down the mountains. There is, however, an aisle in the car, and platforms at each end, so that views may be had from all directions.

Having reached the lower terminus of the railroad, we proceed by rail to the Fabyan House, or Crawford

House, at either of which points we may, if desirable, take the Portland and Ogdensburg Railway to North Conway, and Portland, or Boston. Visitors at the mountains, in whose itinerary the "Portland and Ogdensburg" may not have been included, will find trains conveniently arranged for excursions from the Crawford or Fabyan Houses, through the celebrated White Mountain Notch, to North Conway and back, or to the cool and bracing airs and numerous attractions of Portland and the sea-shore resorts in its vicinity. In another place we fully describe this pleasant route.

We now propose starting on a tour from the terminus of the Mount Washington Railway, the Franconia Range. Passing the Fabyan House, a fine new hotel, we speedily reach the lower Ammonoosuc Falls, a singularly beautiful and attractive cascade. Having rested, we make our arrangements for our mountain trips, and shortly after leaving the hotel, we cross the Ammonoosuc Bridge and enter the village of Bethlehem, a place of considerable attraction for persons spending a few weeks in this region. Pursuing our onward course we ascend a high hill, from the summit of which we have the whole of the Franconia Ridge before us, while to the right is the Notch, with its dark opening. Descending the hill and coursing the valley, we begin the ascent of the Notch, and threading our way along its ravines, we reach the

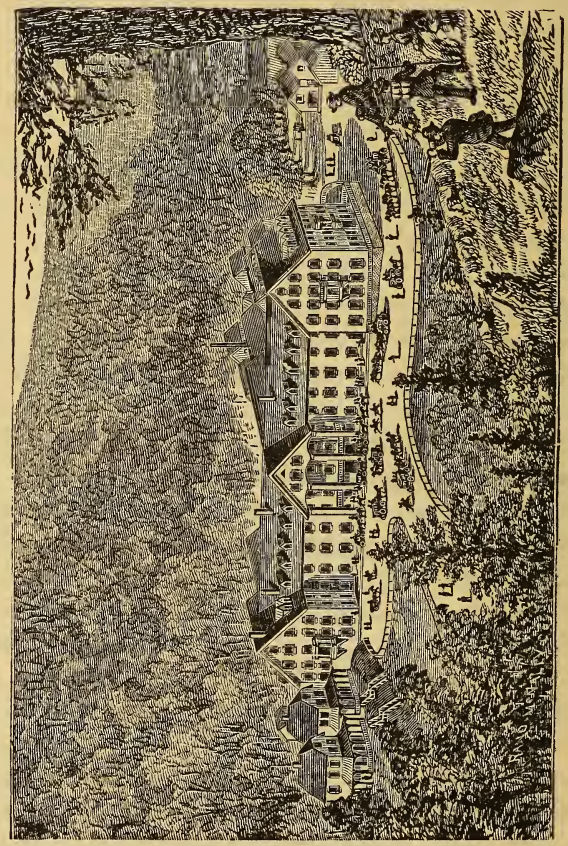
Profile House, Franconia Notch.

It stands on a plateau which overlooks the Ammonoosuc River, within five miles of the Fabyan House, and is surrounded by some of the finest scenery in the mountain region. The view from the piazzas and the

observatory is unsurpassed for beauty and grandeur. The great mountain summits are seen on either hand. On the south are Lafayette, Haystack and the Twins. On the east is the entire White Mountain range from Mount Washington to Mount Webster, the latter forming one side of the celebrated White Mountain Notch. This is the centre of a great basin, and more mountain summits can be seen from this hotel than any other in the mountains. The great wall of living green which rises across the Ammonoosuc and in front of the house, is a pleasing object for the eye to rest upon, while the ever-flowing river which winds below, over rapids and through beautiful meadows, makes sweet music to the ear.

This favorite summer resort, situated nineteen hundred and seventy-two feet above tide-water, has long been known and appreciated by thousands of summer visitors. Its location is well described by the Rev. Dr. Prime: "A plain of a few cleared acres in extent, in a gorge that admits the passage of a narrow carriage-way, mountains two thousand feet high rising almost perpendicularly on each side, with two lovely lakes lying under the hills and skirted with forests has been chosen as a summer resort and the site of a magnificent hotel, in which five hundred guests find refreshment and a cool retreat from the torrid heat that blights the world below It is never hot at the Profile House." The ample grounds, commanding wide and beautiful views, are crowded during the pleasure season with a happy company, gathered from all parts of the land, who find here that cleanliness and attention, with that ample and substantial profusion of viands which mountain air and exercise make, more than elsewhere, a necessity.

The parlor and dining hall are spacious and elegant (about 130 by 50 feet area), and the whole building is lighted with gas. The telegraph runs to this point,



PROFILE HOUSE.

and the man of business may receive his mails with regularity, and send his commands along the wires, while he gathers strength in the mountain air, and mar-

vels among the mysteries of the hills. Many improvements are yearly made. The furnishing is elegant and complete, and the location superior.

HOW TO REACH THE PROFILE HOUSE.

All rail and through in the day from Boston, Newport, New York, Saratoga, Lake George, Montreal, Quebec, Portland, etc., via Profile and Franconia Notch R. R., from Bethelem station, or by daily stages via Flume House and Pemigewasset Valley, connecting at Plymouth with trains of B. C. & M. R. R. to and from Boston, New York, and all points.

FRANCONIA NOTCH,

in which the Profile House is situated, is a pass about five miles in extent, between the Wesark, Lafayette and Mount Cannon.

The Franconia hills, with their beautiful scenery, are the theme of admiration to the tourist.

The grandeur is not overpowering, as at the White Mountains, but, for quiet beauty and repose, the Notch cannot be excelled.

Near the Profile House, northward, a short distance, lies

ECHO LAKE,

a clear, limpid sheet of water, two hundred rods from the Profile House, of great depth and transparency, encircled by rare scenery. Here are the centres of the most marvellous echoes ; the human voice will be echoed distinctly several times, while the report of a gun breaks upon the rocks like the roar of artillery. The Indians believed that these echoes were the voice of the Great Spirit.

Our space forbids lengthy notices of all the points of interest in this vicinity. We shall, therefore, merely name the more prominent.

Eagle Cliff, a magnificent bold promontory, almost overhangs the hotel; but the sight of sights is the celebrated Profile, or Cannon Mountain, directly opposite

ECHO LAKE.

the cliff. It derives the latter name from a group of mighty rocks upon its summit, which, viewed from the hotel, looks like a mounted cannon. The former name, however, is its most familiar title.

The most attractive point of interest is the Old Man of the Mountain, or the Great Stone Face, which hangs

upon one of the highest cliffs, twelve hundred feet above Profile Lake—a piece of sculpture older than the Sphinx. This strange apparition, so admirably counterfeiting the human face, is eighty feet long from the chin to the top of the forehead, and is formed of three distinct masses of rock, one making the forehead,

THE PROFILE.

another the nose and upper lip, and a third the chin. The rocks are brought into the proper relation to form the profile at one point only, namely upon the road through the Notch, a quarter of a mile south of the Profile House. The face is boldly and clearly relieved against the sky, and, except, in a little sentiment

of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer and the tempest-blasts of winter. Passing down the road a little way, the "Old Man" is transformed into a "toothless old woman in a mob cap;" and soon after melts into thin air, and is seen no more. Hawthorne has found in this scene the theme of one of the pleasantest of his "Twice-told Tales," that called "The Great Stone Face." It is within one hundred rods of the Profile House, and is unquestionably, the most remarkable natural curiosity in this country, if not in the world.

Immediately below the Face nestles the beautiful sheet of water known as *Profile Lake*, or, *The Old Man's Mirror*. It is one of the gems of mountain pictures. The finest trout live in its waters. At the Trout House, a short distance below the Lake, can be seen several hundreds of these speckled beauties.

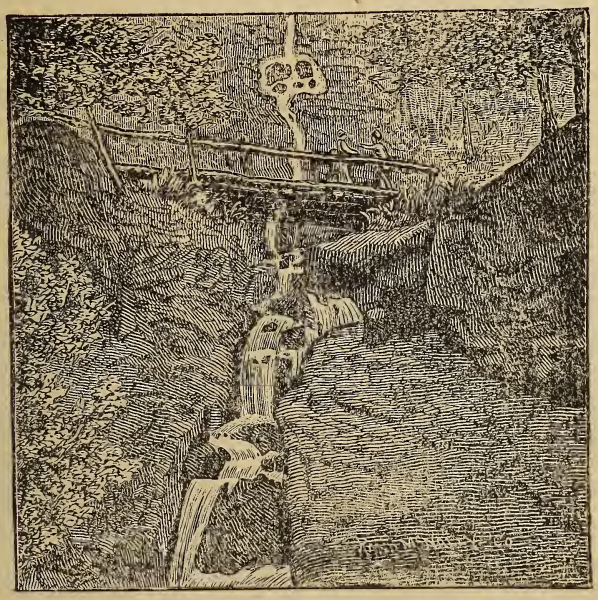
Mount Lafayette, 5,280 feet high, is the monarch of Franconia. Walker's Falls is a most picturesque mountain cascade. The Basin, five miles south of the Notch is a remarkable spot. Pemigewasset River has here worn curious cavities in the rock. The basin is 45 feet in diameter. It is nearly circular, and has been gradually worn to its present shape by the whirling of rocks round and round in the current. Here, just below the Basin is

THE FLUME,

one of the most famous of all the Franconia wonders.

Leaving the road, just below the Basin, we turn to the left among the hills, and, after a tramp of a mile, reach a bare granite ledge, 100 feet high, and about 30 feet

wide, over which a small stream makes its varied way. Near the top of this ledge we approach the ravine known as the Flume. The rocky walls here are 50 feet in height, and not more than 20 feet apart. Through this grand fissure comes th little brook which we have just seen. Except in seasons of freshets, the bed of the



SILVER CASCADE.

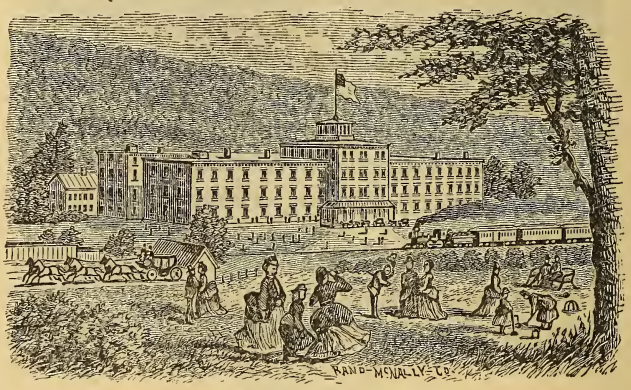
stream is narrow enough to give the visitor dry passage up the curious glen, which extends several hundred feet, the walls approaching, near the upper extremity, to within ten or eleven feet of each other. About midway, a tremendous boulder, several tons in weight, hangs suspended between the cliffs, where it has been caught

in its descent from the mountain above. A bridge, dangerous for a timid step, has been sprung across the ravine, near the top, by the falling of a forest tree. The Cascade, below the Flume, is a continuous fall of more than 600 feet, the descent being very gradual.

SILVER CASCADE, OR THE SECOND FLUME.

The Pool, a wonderful excavation in the solid rock, and the Georgiana, or Howard Falls, complete the lions of this region.

If the tourist desire, he may continue his stage ride to Plymouth, and return to New York or Boston, *via* Boston, Concord, Montreal and White Mountain Railroad and its connections.



THE FABYAN HOUSE.

This new and first-class house is situated at the centre of the mountain railway system. All the express trains with Pullman and other palace cars which run between Boston, Fall River, Providence, Worcester, Springfield, New York and the White Mountains, arrive and depart from this place. All trains to the summit of Mount

Washington and through the White Mountain Notch, leave the depot in front of the hotel. It is also the nearest railway station to the summit of Mount Washington. This was one of the earliest settled places in the heart of the mountains, and was one of the favorite points from which to make the ascent of Mount Washington long before any rail road was built in this part of the state. From the hotel there is an excellent view of the Mount Washington railroad, with its ascending and descending trains. The White Mountain range is in full view, with Mount Washington rising above all the rest. The sunsets seen from here are often beyond description and are truly gorgeous. West of the hotel is a beautiful intervale cleared of forest trees many years ago. South, is a high mountain range. On the north is Mount Deception, rising abruptly, and from it is a good view of the Ammonoosuc Valley and the mountains. On the east is the White Mountain Range, with the distinct summits of Washington, Monroe, Franklin, Pleasant, Clinton, Jackson and Webster, sharply outlined against the blue heavens beyond. Here old Ethan Allen Crawford, the giant of the mountains, lived and died, and a suitable monument on an adjacent elevation, overlooking the valley, marks his last resting-place. The Fabyan House has many peculiar advantages, and is a favorite with tourists who come to the mountains. It is large and commodious and will accommodate over four hundred guests. All its rooms front upon beautiful scenery and are high and airy. A large farm is connected, supplying milk and other luxuries.

LITTLETON, N. H.

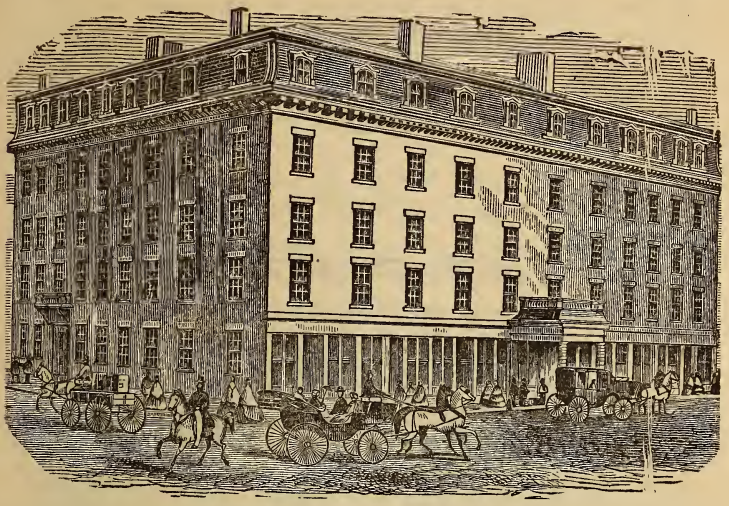
Few towns in New England, if any, possess greater natural attractions than Littleton, and from no point in the mountains can so great a variety of beautiful, romantic and magnificent views be obtained by a short and pleasant ride or walk.

The cars arrive here at 3.09 and 5.05 in the afternoon, and 7.50 in the evening, rendering it a convenient resting-place for the night, as all can just as well have a comfortable night's sleep as to be hurried to the hills, through tickets being good for the next day. It is much better to wait until morning before going to the mountains, as the chance for obtaining good rooms at the mountain hotels is altogether better than at night. This is an important fact, and travelers should bear it in mind. We can safely recommend Thayer's Hotel, kept by H. L. Thayer & Son, as the best mountain hotel in this part, where the tourist will receive every comfort and attention.

Having thus briefly described all the principal points of interest in and about the "Switzerland of America," we shall exercise the liberty given to "Knights of the Quill," and shall imagine ourselves at once transported over the mountain peaks to our starting-point at Gorham.

Leaving the White Mountains with all their varied attractions, we once more take our seat in the train and proceed to Portland. We find ourselves whizzing along through a magnificent mountainous country, which probably excels anything of its kind in America, and we recommend a good look-out being kept during the journey, for the scenery cannot fail to please. On arrival at

United States Hotel,



PORTLAND, Me.

One of the leading and best Hotels in the city, situated on

FEDERAL, ELM AND CONGRESS STS.,

BEST LOCATION IN THE CITY.

ROOMS ELEGANT! TABLE NICE! PRICES LOW!

All traveling men should stop at this Hotel while in Portland.

WILL. H. McDONALD,
Proprietor.

GLEN ELLIS HOUSE,

JACKSON, N. H.,

N. T. STILLINGS - Proprietor.

PLACES OF INTEREST

IN THE VICINITY OF

GLEN ELLIS HOUSE

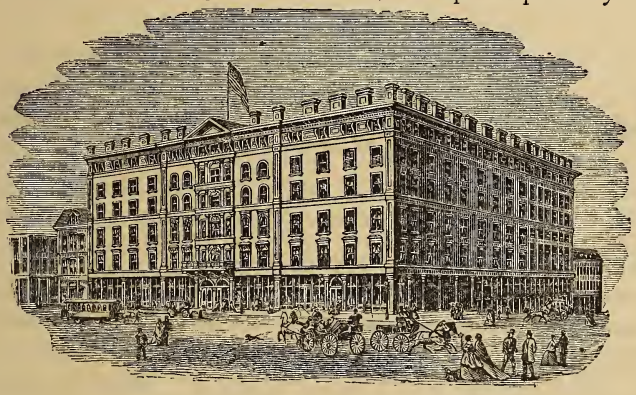
MERRY LAKE	100 rods.	THORN MOUNTAIN	2¾ miles.
JACKSON FALLS	½ mile.	GLEN ELLIS FALLS	8 "
SUNSET HILL—commanding a fine view of Mt. Washington and Summit House	¼ mile.	CRYSTAL CASCADE	9 "
		DUNDEE DRIVE	11 "
IRON BLUFF	1 "	NORTH CONWAY	9 "
GOODRICH FALLS	1½ miles.	MT. KIARSARGE	11 "
WINNIWETTA CASCADE	3 "	CATHEDRAL — DIANA'S BATH, ECHO LAKE	8 "
HALL FARM	5 "	BASE OF MT. WASHINGTON and GLEN HOUSE	11 "
CARTER NOTCH—one of the wildest passes in the Mountains	8 "	SUMMIT OF MT. WASHINGTON	18 "

This House is situated in JACKSON, N.H., 3 miles from Glen Station, on the Portland & Ogdensburg Railroad.

HORSES AND CARRIAGES to all Points of Interest.

Danville Junction those desirous have time to obtain refreshment, and persons who are accustomed to travel know that it is just as well to take good care of the inner man, so as to be securely fortified against the fatigue that always, more or less, attends long journeys.

After leaving Danville Junction, nothing of note is seen until a short distance off Portland, when we come in sight of the Atlantic, and feel the sense of pleasure which is experienced on getting near home after a long absence. Arriving at Portland, the principal city of



FALMOUTH HOTEL, PORTLAND, ME.

Maine our tourist will feel virtually at home at the Falmouth Hotel—the largest first-class hotel in the State, and second to none in New England. The Preble House is also a first-class hotel, and a great favorite with travelers, Its most successful days were passed under the management of M. S. Gibson & Son, who are again conducting it with increased prestige to the house, and advantage to the public. The whole establishment has been refitted and refurnished in the latest style, and nothing that will conduce to the com-

fort and gratification of guests is overlooked. The table is well appointed, and supplied with all the delicacies and luxuries of the season, and the attendance is most satisfactory. All the employees are most courteous and attentive, and, in fact, vie with each other in attention to guests. To those who have never been in Portland, and can spare the necessary time, we would say, spend a day or two there by all means. It is one of the most pleasant and agreeable cities in the Eastern States, with wide streets and avenues nicely kept, well meriting its title, "The Forest City."

Portland is handsomely situated on a peninsula occupying the ridge and side of a high point of land, in the south-west extremity of Casco Bay, and, on approaching it from the ocean, is seen to great advantage. The Harbor is one of the best on the Atlantic coast, the anchorage being protected on every side by land, while the water is deep, and communication with the ocean direct and convenient. It is defended by Forts Preble, Scammell, and Gorges, and dotted over with lovely islands. These islands afford most delightful excursions, and are among the greatest attractions of the vicinity. On the most elevated point of the peninsula is an observatory, 70 feet in height, commanding a fine view of the city, harbor, and islands in the bay. The misty forms of the White Mountains, 60 miles distant, are discernible in clear weather. The original name of Portland was Muchigonee. It was first settled by the whites as an English colony in 1632, just two centuries before the charter of the present city was granted. On the night of the 4th of July, 1866, a fire occurred which swept away nearly one-half of the whole business portion of the city. The

entire district destroyed by the fire has been since rebuilt, most of the stores and dwelling-houses having Mansard roofs, which give a most picturesque and charming appearance to the city.

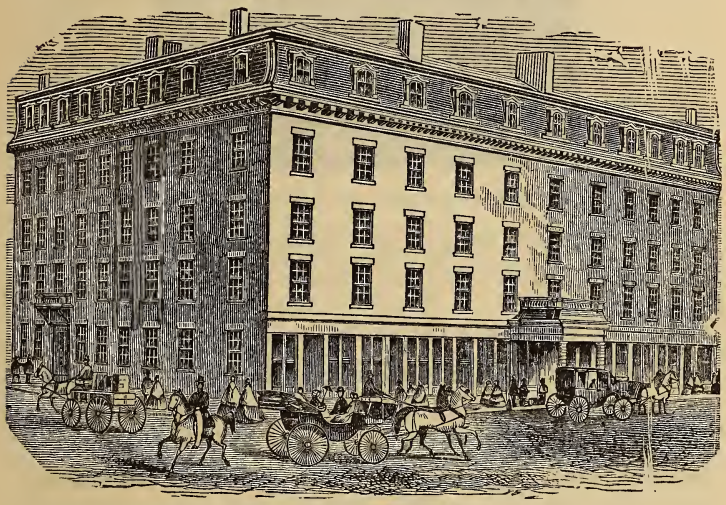
Portland is elegantly built, and the streets beautifully shaded and embellished with trees, and so profusely that, before the fire, they were said to number no less than 3,000. Congress Street, previous to the fire the main highway, follows the ridge of the peninsula through its entire extent. Among the public buildings of Portland, the City Hall, the Post-Office and some of the churches are worthy of particular attention. The collection of the Society of Natural History, organized in 1843, was totally destroyed by the fire, but has since been erected again, and now comprises a fine cabinet, containing specimens of the ornithology of the State, more than 4,000 species of shells, and a rich collection of mineralogical and geological specimens, and of fishes and reptiles. The Library, incorporated in 1867, has a collection of 10,000 volumes, and the Mercantile Library possesses also many valuable books. The Marine Hospital, erected in 1855, at the cost of $80,000. is an imposing edifice. Among the most imposing structures in the city are the extensive buildings, now occupied by the Portland Packing Company, preservers of provisions by hermetically sealing in tins, the largest manufacturers of this class of goods in the world, operating over twenty different establishments in the British Provinces, and Maine, and having agencies in every part of the habitable globe. To give a slight idea of the extent of their business, it is stated that they use over one hundred thousand lobsters a day, and pack over one

hundred thousand tins of sugar corn, besides a great variety of other articles, such as mackerel, salmon, beef, mutton, poultry, fruit, etc., etc. The two first-named articles especially, known as Star lobster and Yarmouth sugar corn, are largely shipped, and travellers' mention having found their well-known labels upon cans scattered about the great pyramids, in the desert, and upon the highest mountain peaks, perishable monuments, it is true, of their usefulness to mankind, but, nevertheless, speaking ones. Within the past few years water has been introduced into the city from Sebago Lake.

In the vicinity are pleasant drives (notably the one to Cape Elizabeth), and the islands in the harbor furnish material for delightful water pic-nics and excursions.

In addition Portland is one of the most healthy cities in New England, which taken in consideration with its beautiful scenery, pleasant situation and prominent location, and the near proximity to beaches and mountain resorts, make it one of the most attractive of summer resorts in the country, and parties stopping in Portland should remember that the United States Hotel is next to the largest and second to no hotel in the city. This hotel, has the most central and convenient situation of any in the place, fronting, as it does, on Federal, Elm and Congress streets, the principal streets in the city. The building is large and striking in appearance, and will afford accomodation to hundreds of guests. All the bedrooms are neat, airy, commodious, and newly furnished with furniture of the best material and latest pattern, and all the modern conveniences and improvements, as bath rooms, electric bell communication etc., are supplied. Under the management of Mr. Will.

H. McDonald, the present proprietor, who is so favorably known to the public during a highly successful career spent in catering for them, the house has attained a degree of success, unprecedented in its history, and has acquired a metropolitan fame with travellers. For a first-class *cuisine*, courtesy, and attention we can heartily recommend the "United States," and are convinced that one days' sojourning with Mr. McDonald will have



UNITED STATES HOTEL.

the effect of ever afterwards attracting to the Hotel those who will for the first time have enjoyed the careful supervision of Mr. McDonald.

The Merchants Exchange Hotel is conducted on both the American and European plans, and is first-class. It is the most centrally located for business or pleasure of any house in Portland, being on Temple Street. It has been enlarged, newly furnished, and an elegant Billiard Hall attached, with the famous Monarch Tables of Chi-

THE MERCHANTS EXCHANGE HOTEL

cago. Mr. J. T. Smith, the Proprietor, will always be found an attentive and considerate host.

The Portland Steam Packet Co.,

is an old and favorite line between Boston and Portland, organized in 1847, and has maintained its trips with perfect regularity. Leaving each port at 7 o'clock in the evening, passengers are afforded a delightful view of the splendid harbors and approaches, and obtain views of the cities which cannot otherwise be enjoyed, and the scenery of the entire trip is among the finest on the eastern coast. The passenger accommodations on these steamers are first-class in every respect,—very large roomy and comfortable, remarkable for regularity, officered by skillful and capable men, long in the business, who are always found gentlemanly and courteous, "a very important feature," and as a line can present a record surpassed by none, from the fact that during the

company's existence several millions of passengers have been carried without loss or injury to a single person. It is now the most popular route between Portland and Boston.

It has been affirmed by travellers that among the finest scenery in the world is that which is visible from the Observatory in Portland. A most enchanting prospect is presented by sea and land, of which the city forms the central object, and the White Mountains, with the broad Atlantic, mark the boundaries east and west. All these combine to make Portland a place worthy of the tourist's notice.

"The beautiful town that is seated by the sea."

Cape Elizabeth is a very favorite resort ; being but a few miles out of the city, an afternoon cannot be better passed than by taking a drive out there. Excursions can also be made to the "Ocean House" and "Orchard Beach," both of which are exceedingly pleasant. Then there are the 365 islands, including "Cushing's," most of which can be reached by ferry boat or yacht, and where there are always to be found a great many visitors seeking health and relaxation from business. At several of these islands good hotels are to be found ; notably, at the Bay View House, Peak's Island, where the finest of bathing, boating and fishing can be obtained, and which is provided with an excellent hotel, ever cool and bright, kept by John T. Stirling and Son, who will be found most attentive hosts.

PORTLAND AND OGDENSBURG RAILROAD.

This new road offers superior attractions to pleasure-seekers, and no one visiting Portland or the White Mountains should fail to make a trip to some of its

favorite resorts. The road is now completed through the famous "White Mountain, or Crawford Notch," and running by the Crawford and Fabyan Houses, ninety miles from Portland, it furnishes a most attractive and expeditious route to those points and the summit of Mount Washington. A trip over the "Portland and Ogdensburg" comprises in itself one of the grandest and most exciting features of the entire White Mountain tour—the ride through the "Notch." The road is built upon the mountain side, some hundreds of feet above the valley and highway, and the uninterrupted view from the cars reveals many interesting and extensive scenes, unknown to travellers by the old and now discontinued stage route—at the same time retaining all the attractions of that delightful ride through this remarkable pass. But little more than three hours is necessary to effect the transition from the sea-coast to the very heart of the mountains, and a day can be filled with constant pleasure by a jaunt from Portland to

NORTH CONWAY, CRAWFORD'S OR FABYAN'S.

A few hours spent in visiting the natural attractions of these resorts, and we return to Portland in the evening. The route of the Portland and Ogdensburg Railroad lies up the lovely valleys of the Passumpscot, and Saco Rivers, skirts for three miles the shores of Sebago Lake and passes through the beautiful towns of Hiram, Brownfield, Fryeburg and Conway, with their broad intervals flanked by lofty mountains and jewelled with the gleaming waters of winding stream and placid lake. Landscapes of woodland, meadow and cultivated tracts, dotted with pleasant villlages; rivers with their chang-

ing moods of gentle currents, hurrying rapids and leaping waterfalls ; lakes and ponds of varying form and size, mirroring in their depths the beauties of earth and sky, and mountains of gradually increasing height from the low eminence, crowned, perhaps, with thrifty farms or forest growth, to bald and rugged peaks towering above the clouds, fill the view from the beginning to the end of the journey. You can breakfast in Portland, make the trip to the mountains without fatigue, dining at the famous mountain hotels, and return to Portland early same evening, or you can make the excursion according to the time at your disposal, of longer duration by stopping over at the many points of interest *en route*, and resuming the journey at pleasure, as two or more through trains are run daily during the summer season.

It may be added that this route from Portland, up the Saco Valley through Hiram, Fryeburg and Conway, and so on to the mountain resorts, was a favorite in the early days of White Mountain travel, before the swift and commodious railroads from other directions had supplanted the stage coach. It has been pronounced the finest of all the approaches to the mountains, and now that the trip this way can also be accomplished behind the " Iron Horse," we may expect the route to regain its old-time popularity, multiplied by the largely increasing tide of visitors to the glorious " White Hills."

PORTLAND TO HARRISON, AND RETURN VIA SEBAGO.

Sebago Lake, situated seventeen miles from Portland, forms part of a navigable water extending from the Lake Station on the P. & O. R. R., to Harrison, thirty-four miles distant, and comprising the Lake, Songo River

and Long Pond, the two larger bodies being connected by the Songo. The Lake is fourteen miles long by eleven wide, in widest part, and its waters are bounded by shores of varied form and attractiveness, with fine views of the distant mountains. An hour's sail brings us to the mouth of the Songo, whose channel extends in serpentine windings six miles to overcome the mile and a half interval, "as the crow flies," separating Sebago from Long Pond. The sail up this beautiful stream is one of novel and exciting interest, its narrow and tortuous course between low banks thickly wooded to the water's edge, or relieved here and there by small clearings and meadow lands; the lock at the head of the river through which the level of the upper waters is gained, and the spirit of quiet restfulness and retirement pervading all, being long remembered by those fortunate enough to enjoy the pleasures of this remarkable excursion. Passing out of the river we enter Long Pond, which, including its subdivisions, known as the "Bay of Naples," and Chute's River," is fourteen miles long, and averages in width about one and one half miles. The character of its scenery differs from the surroundings of Sebago—the shores being more irregular in outline and of higher elevation at many points. The land adjoining the Pond is dotted with many farms and villages—Naples, Bridgton, North Bridgton and Harrison being places of considerable business, and noted as pleasant summer resorts. Two steamers ply in summer over these waters, making the round trip, daily, between Sebago Lake and Harrison, and connecting at the Lake Station with trains of the Portland and Ogdensburg Railroad. Parties can leave Portland in the morning,

make the trip to Harrison and back, thus enjoying a fine inland water excursion of sixty-eight miles, and, on return to the lake, take cars either for Portland or North Conway and the mountains, arriving at destination early same evening.

Many other points of attraction are found in a trip over the Portland and Ogdensburg, but our space will not admit of their enumeration. We can only advise all who have opportunity to become personally familiar with, at least, some of the features of this inviting pleasure route.

NORTH CONWAY,

on the line of the Portland and Ogdensburg Railroad, a favorite resort much frequented by artists and tourists, lies just at the portal to the White Mountains, whose snow-capped peaks form the back-ground for the most delightful views. The village lies at the foot of the grand old Kearsage Mountain. The principal hotel is the Kearsage House, Messrs. Thompson & Sons, proprietors. This house has been entirely reconstructed recently, and now embraces 150 rooms for guests. A fine plank walk is laid from the station to the hotel. From this point the whole range of the White Mountains is easily accessible.

LAKE SEBAGO,

meaning in Indian "stretch of water," is in some places four hundred feet deep, and is bounded by the towns of Standish, Raymond, Casco, Naples and Sebago. The Lake is traversed by two new and elegant side-wheel steamers, the "Sebago" and the "Mt. Pleasant," of similar size and design. Each is about 87 feet long by 24 feet beam, contains a promenade deck 72 feet long.

Steaming up the Lake at the rate of fourteen knots an hour, we pass on our right, Indian Island, with an area of seventy-five acres; little One Tree Island, with its scraggy old stub surmounted with an eagle's nest; and soon approach, on our left, Frye's Island, with its thousand acres of dense forest. Sailing up its eastern shore, we enter the "Notch," a narrow neck of water between the island and Raymond Cape, five miles from the Lake Station. At this point the island, with its rocky beach, green slope, primitive cottages, and wooded back-ground, forms a pleasant picture, often enlivened with the tents of camping-out sportsmen. Below, on our right, are the celebrated "Images." This curious mass of rock rises perpendicularly from the water nearly 70 feet, and then slopes, in jagged, fanciful shapes, to a still further height of some 30 feet. The water at the foot of the precipice is 85 feet deep. Here, too, is the "Cave," which possesses a peculiar interest, from the fact that it was a favorite boyhood haunt of Nathaniel Hawthorne. It is a square aperture, four feet by six, in the solid rock, into which the great novelist was wont to sail in his tiny fishing boat, which he could do to a distance of 25 feet, and then clamber through a short passage to the outer world.

On—still on—and we are now upon the broadest part of the Lake. Flocks of white sea-gulls fly over our heads, while an occasional loon or a bevy of ducks start up in alarm at our approach, followed by the shots of sportsmen abroad. To the north-east Rattlesnake Mountain is seen and in the same direction, near the lake, is seen the early home of Hawthorne. The scenery on the west is wilder and more rugged. Saddleback

Mountain, in Baldwin, is plainly visible, from which the eye roams north-east, beyond the "Great Bay," over the Sebago hills, and farms and forests. Still farther north is Peake Mountain, beyond which the view extends northward to Mount Kearsage, so blue and cold in the hazy distance, while the White Mountains may be distinctly seen on the western horizon.

Passing up the Songo and Long Lake we reach Harrison village, the terminus of the steamer route. A short ride by coach, or private conveyance, brings us to the foot of

MOUNT PLEASANT.

The ascent to this is steep, especially as we near the summit, which is 2,018 feet above the level of the sea. Reaching this, our toils and restrained curiosity are amply compensated by the magnificent view.

A horizon of three hundred miles bounds the prospect !—a prospect in many respects the finest in New England. Some fifty lakes and ponds may be distinctly seen from the summit by the naked eye, and the view far surpasses that offered from Mt. Washington, being unobstructed by clouds and neighboring mountains, and rich in all the varied characteristics of the beautiful, the sublime, and the picturesque.

From Portland, two or three different routes can be chosen, according to the time and inclination of the traveller. If desiring to go to New York direct, and preferring a sea passage, the steamers of the Maine Steamship Co. ply regularly, and in fine weather this will be found an exceedingly pleasant trip. The fine steamers Elenora, Franconia, and Chesapeake form a line leaving Franklin wharf, Portland, every Monday and Thursday

afternoon ; they are fitted up with fine accommodation for passengers ; passage, including state-room, $5, meals extra. We shall, however, presume that the majority travelling intend to go *via* Boston, and, if possible, rest a while in that fine city, rather than hurry on at railroad speed, which cannot but prove tiresome. Therefore to such there is the choice of land or water carriage. The Portland Steam Packet steamers, elegantly furnished, of thorough sea-going qualities, leave Portland every evening for Boston, the passage occupying about ten hours ; by adopting this mode of conveyance, passengers are landed after a complete night's rest, free from the weariness attending a journey by railway. Those preferring the road can take the train of the Eastern Railroad. A pleasant ride of 56 miles, and we arrive at the fine city of

PORTSMOUTH,

New Hampshire. It is one of the oldest, most historic and attractive spots on the coast of New England. Within and around it are almost innumerable places and objects of interest to the tourist. It is situated on the westerly bank of the Piscataqua River, which separates the States of New Hampshire and Maine. It was the residence of the Royal Governors in colonial days, and was the first soil of New Hampshire trod by the English. One of the interesting features of the city is the "Governor Wentworth mansion," which was erected by him in 1750. The United States navy-yard is located here. Within a radius of ten miles there are many charming places of resort accessible, both by land and water. The ocean view is extensive and very fine. The " Isle of Shoals "

is a group of picturesque isles : with their quaint houses and numerous fleet of boats, they are points of great attraction during the summer season, and are seven miles distant from Portsmouth, with steamers plying daily. The principal Hotel in Portsmouth is the "Rockingham House," Mr. Frank W. Hilton, proprietor. It is built on the site of the former residence of Governor Langdon, and is a great favorite with the travelling public. Diverging from our direct route to Boston, we take the train of the Concord and Portsmouth Road, and a ride of fifty-nine miles brings us to the capital of the State of New Hampshire,

CONCORD,

which contains many buildings of interest, built of the celebrated Concord granite. One of the principal beauties of Concord, which is situated on the west bank of the Merrimac River, is the abundance of trees shading its regularly laid out streets. It is a city of extensive trade, celebrated for its carriage manufactories and the superior quality and extent of its granite quarries. Returning to Portsmouth we proceed on our journey, and in due time arrive at Boston.

PORTLAND TO BOSTON, BY SEA.

We purpose giving a brief notice of the many points of interest along the coast between Portland and Boston, travelling *via* Portland Steam-packet Co. The first important place is

CUSHING'S ISLAND,

three miles from the city, and containing about 300 acres. It commands a magnificent ocean view, with fine beaches for bathing. Ten miles from Portland is

OLD ORCHARD BEACH.

The beach is 9 miles long, hard and smooth. "More carriages can drive abreast on this noble beach, than could have been accommodated on the wide walls of Babylon." It is much visited, and is annually increasing in attractiveness; we can recommend the Montreal House here, as being quiet and comfortable, and Mrs. Blanchard, the proprietess as a very attentive hostess. Three miles further and we reach

SACO,

ninety-five miles from Boston. It is a pleasant summer resort with a fine beach, and affording excellent bathing and fishing. Saco Pool, about five miles distant, is a nature-wrought basin in the rock, connected with the sea by a narrow passage about a quarter of a mile in length. It is emptied and filled by each changing tide. Another 10 miles brings us to

KENNEBUNK,

principally noted for its ship building, carried on at the mouth of the Kennebunk River.

WELLS,

with its six miles of beautiful beach and its great inducements to sportsmen, lies five miles beyond. This town is rapidly increasing in population and trade.

Next is

BALL HEAD CLIFF,

rising abruptly from the sea to a height of about one hundred feet. The highest point of the cliff is called the "Pulpit.

YORK BEACH,

about 14 miles from Wells, is one of the finest beaches on the coast. At low tide it is over 500 feet in width. "The drive along it is pleasant, the horses' hoofs striking on the hard sand, making a fine accompaniment to the dashing of the waves, which, in fine weather, come in with a soft lulling sound, and in storms, with a noise like mighty thunder."

We now approach a low-lying group of islands, known as the

ISLE OF SHOALS,

which derive their name from the "shoaling of fish in their vicinity in the proper season." These islands are very bleak and desolate in appearance, being composed of huge masses of granite bleached by exposure to the sun, and worn by the action of the waves. They were visited in 1614, by the celebrated Capt. John Smith, of "Pocahontas fame." The shoals at low water consist of 6 islands, increased to 18 when at high water. Appledore, formerly known as Hog Island, is the largest. It is 75 feet high at its greatest elevation, and contains about 400 acres. On this a hotel has been erected. These islands form a nice summer resort, and one usually well patronized. Proceeding on our trip, we pass Fust's Point, and also Portsmouth.

After Portsmouth we pass Shaw's Point, so named after Hon. E. Shaw, of Manchester, N. H., thence onward to

RYE BEACH,

a very popular resort, at which are some of the finest hotels at any of the New Hampshire beaches. The views in this neighborhood are extensive and very fine.

Little Boar's Head, a promontory, 40 feet high and projecting into the ocean, separates Rye Beach from

HAMPTON BEACH,

a fine hard beach, nearly 3 miles in extent, affording excellent drives, in which, at low tide, 18 or 20 teams may drive side by side. Here are also the best facilities for bathing and promenades. The drives in the vicinity are unsurpassed, and boating parties are the order of each day. The town of Hampton was first settled in 1638 by English emigrants. This town has been remarkable for its general health, and the long life of its inhabitants.

Next in order is

SALISBURY, MASS.,

which is on the Merrimac River. At this point, visitors are directed to the birthplace of the mother of Daniel Webster, also the ancient house where Caleb Cushing was born. Salisbury Beach is 6 miles long, but not so firm as Rye and Hampton Beaches.

SEABROOK, N. H.,

is noted as a point where whale-boat building was largely carried on, and is still an important place of industry.

NEWBURYPORT, MASS.,

is located on the Merrimac River, and is considered one of the most beautiful cities in New England. It possesses many singular attractions. One point of special interest is the old church, the scene of Whitefield's labors, his tomb, his monument, and other relics. Oak Hill Cemetery is also worthy of a visit. The population is about 14,000, or 15,000.

Beverly, Mass., is a town of some 7,000 inhabitants. It is 18 miles from Boston, and is connected by a bridge with

SALEM,

a town which, for historic interest, is not surpassed. From this town have gone forth many men whose names have become distinguished in the various walks of life. Its scientific and literary institutions are very important. Next to Plymouth, Salem is the oldest town in New England, having been first settled in 1626. The rides in the vicinity are pleasant, and its proximity to the popular watering-places makes it a point of much attraction.

SWAMPSCOTT

is the favorite resort of the wealth and fashion of Boston, to which city it is as Long Branch is to New York. The bathing is excellent, but the beaches are not so extensive as at other points.

LYNN,

the headquarters of the shoe trade, is 11 miles from Boston. It is beautifully situated on the N. E. shore of Massachusetts Bay. Dungeon Rock is a spot frequently visited, and High Rock, near the centre of the city, affords a fine point of view. Leaving this, a short ride brings us to the end of our journey, and we land at the wharves of the beautiful city of Boston.

PORTLAND TO NEW YORK DIRECT, via RAIL AND LONG ISLAND SOUND.

THIS route offers special advantages to tourists, passing as it does through some of the finest cities and towns in the Eastern States, and also affording an opportunity of enjoying a sail along the beautiful Long Island Sound.

Taking the Portland and Rochester road, we pass on to Nashua, thence over the Worcester and Nashua Railroad to Worcester, there connecting with the Norwich and Worcester Road to Norwich, and onward to New London, *via* New London and Northern Railroad. At this point connection is made with the Norwich Line of Steamers for New York Those of our tourists who decide upon this route can leave Portland daily, (Sundays excepted) at 2.30 p. m., by the Steamboat Express Train with Drawing-room car attached, and will arrive at New York at 6.00 a. m. This trip is made without any change of cars between Portland and New London.

This train, also connecting at Putnam with the New York and Philadelphia Express train, reaches Philadelphia at 7 a. m., and Washington at noon.

BOSTON

IS one of the most interesting of American cities, not only on account of its thrilling traditionary and historical associations, but for its public enterprise, and its high social culture ; for its educational and literary facilities ; for its numerous benevolent establishments ; for its elegant public and private architecture, and for the surpassing natural beauty of its suburban landscapes. The old city is built upon a peninsula of some 700 acres, very uneven in surface, and rising at three different points into an eminence, one of which is 138 feet above the level of the sea. The Indian name of this peninsula was Shawmut, meaning " Living Fountain." It was called by the earlier inhabitants Trimount or Tremount, which latter name it still retains in one of its principal streets. The name of Boston was bestowed on it in honor of the

Rev. John Cotton, who came hither from Boston, in England. It now contains a population of 260,000.

Boston Harbor is large, and contains numerous islands, and in depth of water and availability is surpassed by none on the coast.

At East Boston is the deepest water of the harbor, and

OLD SOUTH CHURCH.

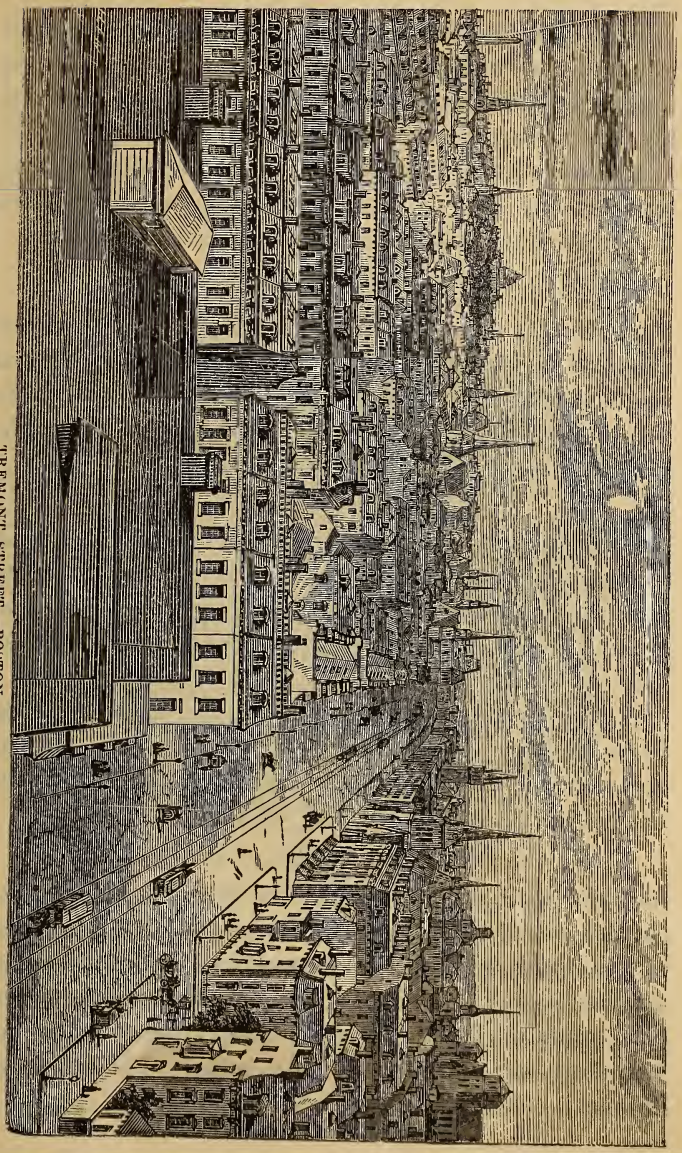
here the ocean steamers chiefly lie. East Boston is connected by two ferries with the city proper.

The principal sights in and around Boston are Bunker Hill Monument, Faneuil Hall, the Common, the Public Garden, the State House, the Public Library, Old South Church, famous for its historical associations, Athenæum,

Natural History Buildings, Institute of Technology, Mount Auburn, and Harvard University Buildings, the Great Organ, the City Hospital, the City Hall, and other public buildings.

The streets in the other portions of the city are irregular and generally narrow. Washington and Tremont streets are the principal thoroughfares. The suburban towns and villages of Cambridge, Charlestown, Chelsea and Brookline, are chiefly occupied as the residences of Boston merchants. On the 9th of November, 1872, a terrible conflagration swept away the principal business portion of Boston. The fire broke out on Saturday evening, and the flames gained fatal headway before the engines arrived on the ground. Until nightfall of Sunday, the conflagration raged with unabated fury, and, when it was finally brought under control, it was found that the magnificent structures and accumulated wealth embraced in an area of 60 acres, in the most admired and most valuable section of the city, had been burned to the ground. Over 900 buildings—occupied by 2,000 firms—were consumed, and the losses reached the enormous aggregate of between $75,000,000 and $80,000,000. There was no loss of life, as in the Chicago fire, and, few dwellings being burned, there was little of that actual suffering which usually follows such catastrophes.

To the tourist the first matter of importance is to secure a good hotel. If he wish to be comfortably quartered during his sojourn here, be it for a brief period, he can make his way to the "American House," Hanover street, Lewis Rice & Son, proprietors, where every comfort and luxury is to be met with.



TREMONT STREET—BOSTON.

In Boston the places of amusement are more numerous, in proportion to the population, than in most cities. At the Music Hall may be seen the second largest organ in the world, erected at a cost of $80,000.

There are nearly 150 churches, the most interesting to tourists being King's Chapel (Unitarian), founded in 1686. The present structure, however, was erected in 1750.

OLD SOUTH CHURCH

is an object of much interest. It was erected in 1730, and was used as a place of meeting by the heroes of '76, and was subsequently converted into a riding school by the British troops. It barely escaped the flames during the fire of 1872.

BOSTON COMMON

is a large and charming public ground in a central portion of the city proper. It contains nearly 50 acres, of every variety of surface, with inviting walks, grassy lawns, and grand old trees. It is the pride of the city, and is much admired by strangers.

A pond and fountain, the site of the ancient "Frog Pond," occupy a central point in the grounds. On the upper corner, the massive, dome-surmounted walls of the State Capitol are seen to great advantage. The

OLD ELM,

near the pond, was an object of much interest, as one of the oldest and largest trees in the country. It is believed to have existed before the settlement of the city, having attained its full growth in 1722. It was nearly destroyed by a storm in 1832. In 1854 it was protected by an iron fence, but it has, at last, succumbed to the storms of winter.

Adjoining the Common, is the Public Garden. This embraces 24 acres, and is ornamented with walks, ponds, and parterres of flowers, Power's statue of *Edward Everett*, the admirable equestrian statue of *Washington*, by Thomas Ball, and other pieces of statuary, and a conservatory.

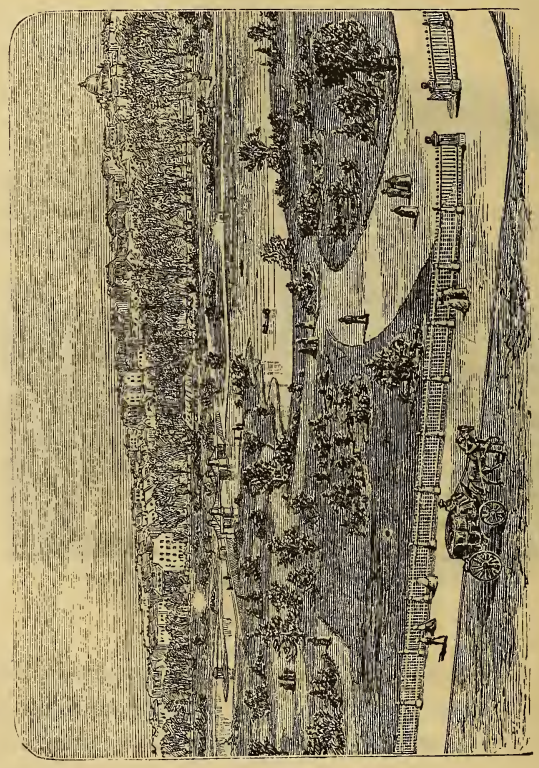
OLD ELM.

The tourist will find excellent newspapers in Boston, much pains being taken and money spent to make them newsy and readable; in particular we may mention the "Daily Advertiser," and "Daily Post," as the leading commercial papers, and among the evening papers, the "Boston Traveller" stands prominent as being one of the oldest, and best conducted family papers in the city.

While in this vicinity, the pedestrian tourist will be repaid by a visit to the new streets and buildings, on what is called the "Back Bay."

FANEUIL HALL.

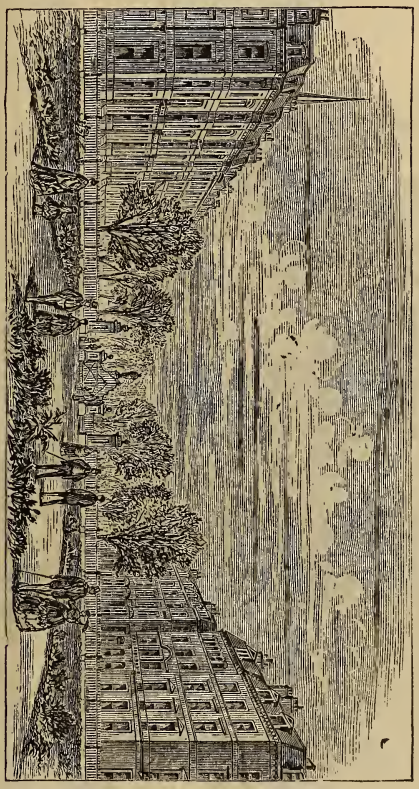
This famous edifice, called the "Cradle of Liberty," is



PUBLIC GARDEN.

in "Faneuil Hall Square," its main entrance being upon Merchant's Row East. It is 135 years old, and is an object of deep interest to Americans. It was presented to the city, by Peter Faneuil, a distinguished merchant, who

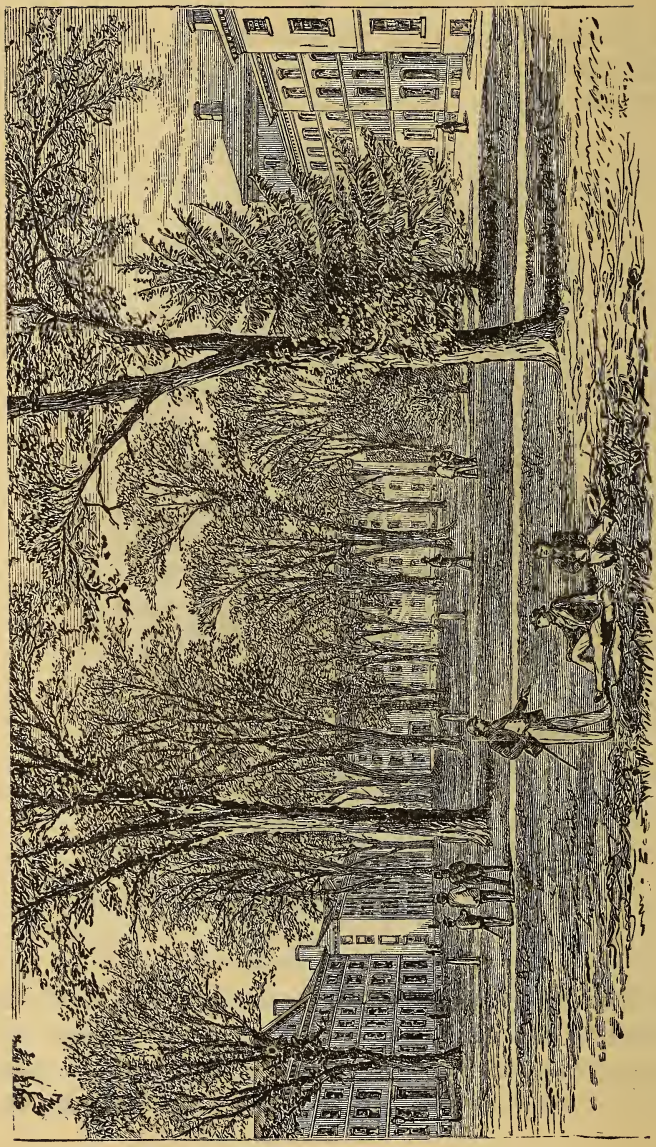
on the 4th of July, 1740, made an offer, in a town meeting, to build a market-house. The building was begun the following year, and finished in 1732.



COMMONWEALTH AVENUE.

THE OLD STATE HOUSE,

at the Head of State street, is an object of considerable interest. The Court House on Court House Square; the City Hall, on School street; the Custom House, on State street; the State House, overlooking the Common; the



HARVARD UNIVERSITY.

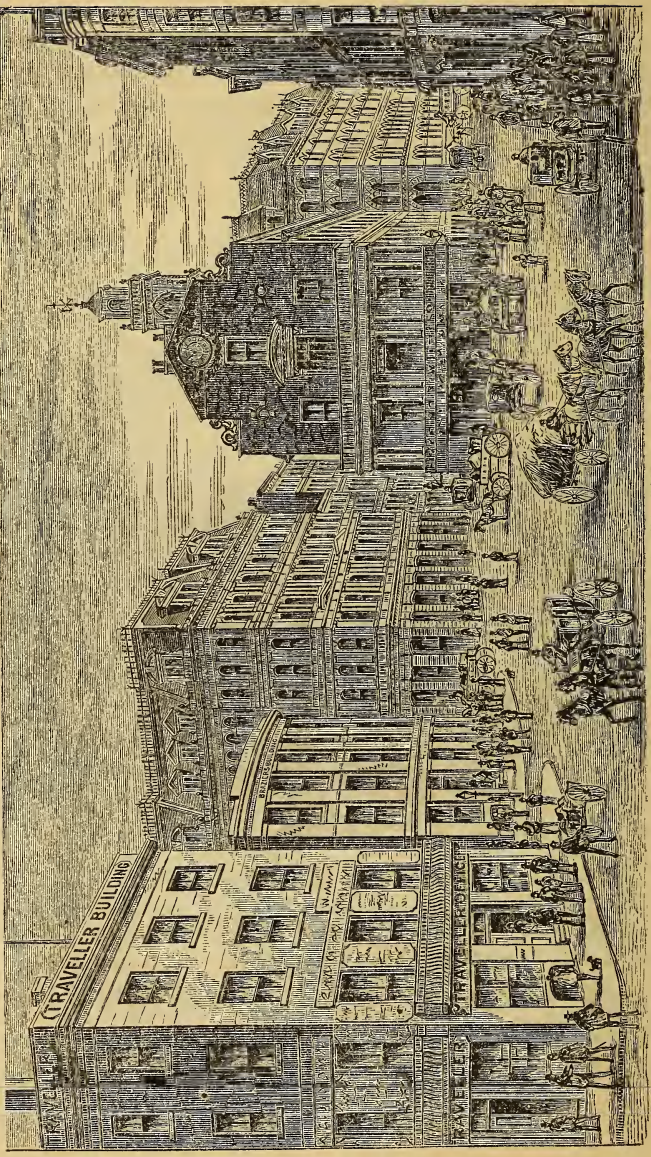
Boston Public Library, on Boylston street; the City Hospital, on Harrison Avenue; Tremont Temple, on Tremont street; the Masonic Temple, at the corner of Tremont and Boylston streets; the Merchants' Exchange, on State street; the Athenæum, on Beacon street, are all points which should be visited.

In the vicinity of Boston proper are many sights of great interest.

ENTRANCE TO MOUNT AUBURN CEMETERY.

HARVARD UNIVERSITY.

This venerable seat of learning is at Cambridge, three miles from the city of Boston. It was founded in 1638, by the Rev. John Harvard. The University embraces, besides its collegiate departments, law, medical, and theological schools. The buildings are 15 in number, all located in Cambridge, except that of the Medical School in North Grove street, in Boston. *Gore Hall* and *Uni-*

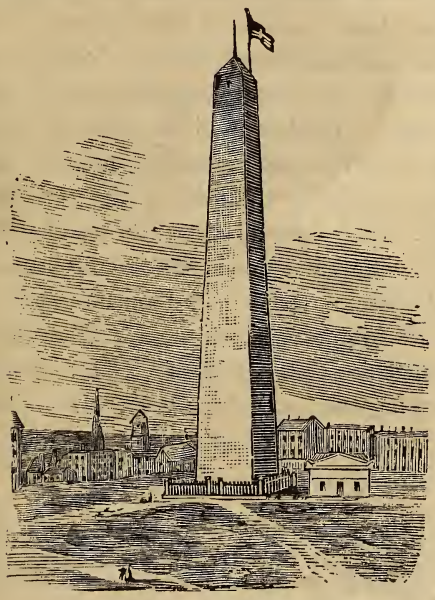


STATE STREET—BOSTON.

versity Hall are handsome edifices, the former containing the library, and the latter the chapel, lecture-room, &c. *Holden Chapel* contains the Anatomical Museum. The Observatory and telescope are of very great interest.

MOUNT AUBURN CEMETERY,

about a mile from Harvard University, and about four



BUNKER HILL MONUMENT.

miles from Boston, by the Road from Old Cambridge to Watertown, constitutes one of the sights of Boston, and should be seen by every visitor. It is the property of the Massachusetts Horticultural Society, was consecrated September 24, 1831, and contains 140 acres. It is the oldest, and by many considered the most beautiful of

American rural burying-places. The gateway is of Quincy granite, and cost $10,000. The *Chapel*, an ornamented Gothic edifice of granite, with stained glass windows, contains statues of Winthrop, Otis, John Adams, and Judge Story. *The Tower*, 60 feet in height, in the rear of the grounds, is 187 feet above Charles River, and commands a wide and charming view for many miles. Cars run from the station in Bowdoin Square, *via* Cambridge (Harvard College), every 15 minutes, during the day, and until half-past eleven o'clock at night. Bunker Hill Monument, commemorative of the eventful battle fought on the spot, is in Charleston, occupying the site of the old redoubt on Breed's Hill. The observatory at the top of this structure commands a magnificent view, embracing a wide extent of land and water scenery. The journey up is somewhat tedious, traversing nearly 300 steps. The dedication of this monument took place June 17, 1843. On the hill is a stone marking the spot where Warren fell. Horse-cars run from the head of Tremont street to the monument.

THE UNITED STATES NAVY-YARD,

extending between the mouths of the Charles and Mystic rivers, and embracing about 100 acres in extent, is near the Bunker Hill Monument.

There are many other points worthy of a visit. In fact to note even the more prominent would require more space than our work would permit. A very full and interesting account of the city and its public offices may be seen by purchasing a copy of "Boston Illustrated," published by Messrs. J. R. Osgood & Co. The facilities for reaching these cannot be excelled, as the means of

"getting about" in Boston are generally better, as well as cheaper, than in most American cities. By all means, we urge the tourist to thoroughly "do" the city of Boston.

Leaving Boston, we now make our way onward to New York, and deposit the tourist at the place from which we started with him, and in doing this we will again leave him to his choice, as there are several routes. The most popular is that, *via* the Old Colony and Fall River Line R. R., and the beautiful steamers *Bristol* and *Providence.* The Old Colony road is the only Railroad Line in America with the celebrated English compartment coaches, and to increase the pleasure of the whole route, first-class Brass, String and Reed Bands accompany each steamer, and Grand Promenade Concerts are given on board. This is a lovely trip, the boats are elegant and comfortable in all their appointments, and in a few hours the tourist will be landed safely in the great city of New York.

FROM MONTREAL TO NEW YORK DIRECT.

IN order to meet all classes of tourists, we have considered it advisable to say a few words in regard to the routes to New York out of Montreal. There are many who may doubtless desire, after making a short stay in Montreal, to return home direct, from lack of time or other causes to visit the lower St. Lawrence, and, although our Guide accompanies the through travellers, a few hints and recommendations to those giving up the tour at Montreal may not come amiss.

Three routes lie at the choice of passengers, two "all rail," and the third, rail and water combined. During the

summer season, the train, *via* the Central Vermont Railway, leaves the depot at Montreal in the afternoon, reaching New York about noon the following day. Passengers may travel *via* Troy, or Springfield, according as they may elect to take their passages. The other all rail route is, *via* the Delaware & Hudson Canal Railroad, leaving Montreal during the afternoon, and reaching New York early the following morning.

Another route referred to, is *via* Plattsburg and Lake Champlain. This is a very favorite way of going to New York, and is so well-known and appreciated that little requires to be said in recommendation of it. During the pleasure season, trains leave the depot, Montreal, for Plattsburg, connecting at that place with the very fine boats of the Champlain Transportation Company, for Burlington and Ticonderoga. Those leaving Montreal by the evening train will find it a very pleasant break in the journey to remain over night in Plattsburg, and take the boat the following day.

For complete information on the starting of trains and steamboats, we would advise all tourists to secure a copy of the International Railway and Steam Navigation Guide, which may be relied on to furnish information up to the latest possible time prior to publication (semi-monthly.)

ALL RAIL ROUTE TO NEW YORK.

Those who adopt this route will proceed direct from Montreal to St. Albans. Before reaching this point, however, we would invite the tourist to accompany us to one of the most delightful Parks in the State of Vermont.

MISSISQUOI PARK,

lately established by the Central Vermont Railroad, at which they have placed a station, distant about 12 miles from St. Albans, and a few rods north of Highgate Springs, the great summer resort of Northern Vermont. This is a new attraction to this delightful neighborhood; for, as rich as Vermont is in lovely localities, there is none more favored by nature than that which has been known for years and years as "Lover's Lane," at Highgate Springs. It is a delightful combination of grassy lawn, grand old elms and butternuts, pungent cedars, moss-grown rocks and silvery waters. Though easy of access, it is hardly less wild and romantic than in the days long gone, when the dusky Iroquois fished in the waters of the Bay.

The Canada line of the Central Vermont Railroad leaves excursionists quite near the grounds, which are, in fact, easy of access to most of the cities and towns in Vermont, Lower Canada and Northern New York, by means of the perfected railway system of the corporation having it in charge.

A pleasant ramble is obtained on leaving the excursion train at the spacious landing, passing through the intervale, which separates the road from the grounds, over a broad plank walk terminating in an arched gateway, bearing the inscription, "Missisquoi Park." Up an easy, grassy grade we reach the big Pavilion, erected upon a *plateau* on Elm Ridge. Stopping to admire the artistic beauty of its architecture a moment, and, mayhap, to watch the merry dancers, we pass to the north, down a winding path, and out to the attractive little spring-house of "Iroquois Spring," where we quench

our thirst with its famous mineral waters. Back, through "Camp Chittenden," we again visit Elm Ridge, reaching it by means of a delightful winding path, up through grim, gray rocks, past rustic seats in cosy nooks, till we reach the band stand. Passing southward we soon find the beautiful little Ice Cream Pavilion. Down through Butternut Walk we go, out upon the green, grassy opening of "Lover's Lane." On the right is "Elm Ridge," with its graceful elms and butternuts; on the left, "Cedar Ridge," thickly covered with the fragrant evergreens, while falling away in a long, gentle slope, the green lane meets the silvery water of the Bay. Strolling down past the Croquet Grounds, the Big Swings, the Family Tables, under the Four Brothers, we take "Picnic Avenue," just where it starts from the foot of the lane. This is one of the most delightful and popular walks on the grounds. The way is winding and easy, among the cedars and moss-grown rocks, on the west of the ridge, and overlooking Kingfisher's Bay. The avenue is well up above the water, almost overhanging it in places, a strong rail now and then standing guard. Rustic benches are conveniently placed, where parties with their lunch baskets can picnic, while watching the gay skiffs and merry bathers. Here, where a cleft in the rock comes up to meet the avenue, easy steps lead down to the Bath House. Passing along we come to Point Lookout, from whence we gaze in admiration across the waters upon the bold, picturesuue bluff in Phillipsburgh, just over the border. Over the Bay, to the left, is the green fringed shore of Alburgh, while far over the waters can be seen the church spires of Clarenceville and Henryville, thrifty Canadian villages. Away

to the north stands Scotch Mountain, sentinel-like, over Her Majesty's Dominion. Crossing the Rustic Bridge, which spans Kingfisher's Bay, we reach the Boat House at Sargent's. In a skiff we visit Rock Island and inspect its rocky sides, furrowed with the beating of the waves for centuries. Back again, and over the bridge we scramble up the hill-side, and soon find ourselves once more in Lover's Lane.

The Pavilion is a graceful structure, Swiss-like in architecture, and finished much more elaborately than such buildings generally are. The main part is 35×30 feet, in which are located the Superintendent's office, telegraph office, cloak and parcel room, waiting-room, ladies' room and kitchen. The kitchen is supplied with range and all other necessary conveniences. Running out from this building is the Pavilion proper, 31×60 feet, with open sides, and provided with movable tables and seats, to be used for both dining and dancing. The little building at the right of the main part is the office of the "*Bay View*," a daily paper, published every excursion day, of especial interest to every excursionist.

The Ice Cream Stand is one of the attractions of the park. It is a tasteful structure, well arranged for the purpose, and under the direction of Dunton, the well known and popular restaurant proprietor of St. Albans. Here ice cream, cake, and soda water can be obtained.

At the Bath House bathing costumes can be obtained at a nominal sum. The water is shallow near the shore, gradually deepening; the bottom hard, smooth sand, making safe and pleasant bathing.

The Boating in Missisquoi Bay is unsurpassed. The boat livery of twenty-five light running skiffs, in charge

of Sargent, is always in first-class order, and ready for instant use. Most of the boats are new this season, and seldom such a fine collection is seen. Safe and pleasant rowing is always assured here, owing to the location of the little bays. It may be well to state that to Canadian waters it is but an easy row.

The fishing hereabouts is the best on Lake Champlain. This has long been the angler's paradise, and catches of five-pound bass and ten-pound pickerel are almost daily occurrences. Missisquoi Bay is well known to be the breeding ground of the fish of the lake. All seasons of the year fish of some kind can be caught, through the hottest days of August, and the ice of December. Trolling is the most common mode of fishing, though with expert anglers, live bait and the fly are the most popular.

The entire grounds, the pavilion, the kitchen, the spring water, croquet grounds and patent swings, are all free for the use of excursionists.

Sixteen miles north of St. Albans are the celebrated

ALBURGH SPRINGS,

much resorted to by invalids, and is situated in the extreme northern part of Vermont, sixteen miles west of St. Albans and seven east from Rouses' Point, on the Central Vermont Railway. It is surrounded by water on all sides except to the north, and is beautifully situated between Lake Champlain and Missiquoi Bay, which greatly adds to the freshness of the temperature in summer, while its fine air, besides being cool and refreshing, is a complete antidote for asthma, catarrh or hay fever. The waters of the Lake

CHISHOLM'S

MONTREAL ILLUSTRATED,

OR

Strangers' Guide

TO

MONTREAL.

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Where to Go, when to Go, and how to Go,

THROUGH THE CITY AND SUBURBS:

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MAP OF THE CITY,

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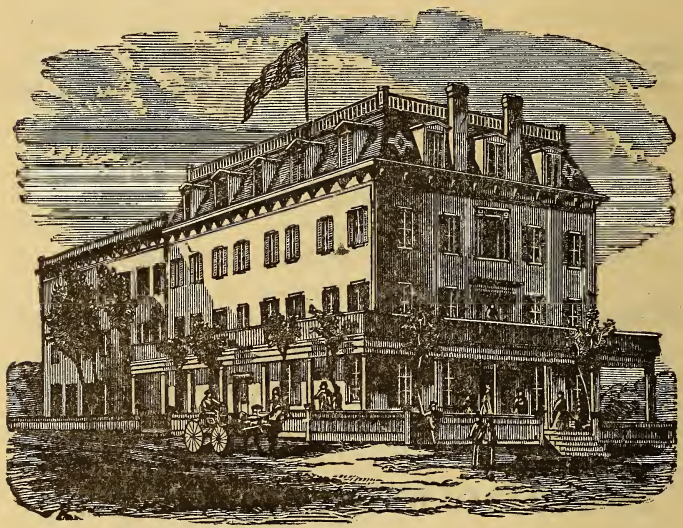
Alburgh Springs House,

C. C. KNAPP & CO., LESSEES AND MANAGERS.



WHAT THE ALBURGH SPRING WATER IS.

Certificate of Analysis of Alburgh Springs Water, by Prof. CHAS. F. CHANDLER, of Columbia College, New York.

LABORATORY OF THE SCHOOL OF MINES, COLUMBIA COLLEGE, Oct. 31st, 1868.

Dear Sir,—The sample of water from Alburgh Springs, Vt., marked "Alburgh Spring Water," submitted to me for examination contains :

Potassium,	Lithium,	Magnesia,	Chlorine,	Carbonic Acid.
Sodium,	Lime,	Strontia,	Silica,	Sulphuric Acid.

These exist in the form of the following compounds :

Chloride of Potassium,	Chloride of Sodium,	Sulphate of Potassa,
Bi-carbonate of Lithia,	Bi-carbonate of Soda,	Bi-carbonate of Lime,
Bi-carbonate of Strontia,	Bi-carbonate of Magnesia,	Silica.

The pecularities of the water consist in its containing :

Bi-carbonate of Lithia, Bi-carbonate of Magnesia, Bi-carbonate of Lime

I am, dear sir, yours truly,

CHAS. F. CHANDLER,
Prof. of Analytical and Applied Chemistry.

and Bay offer great allurements to the sportsman and angler, and its boating is delightful. The Springs are of the Sulphur and Lithia class, and its waters have attained a wide reputation for their curative qualities, the power and extent of which are well established. Good and experienced boatmen may be had at all times, and pleasant excursion made to numerous points on the Lake. The views from the Springs are very charming ; to the East, over the placid waters of the Missiquoi, may be seen the pleasant town of St. Albans, while in the background tower Mount Mansfield, Camel's Hump, Jay Peak, and further north a long range of mountains in Canada. From a little elevation, of easy access, there is a beautiful view across Lake Champlain to Rouse's Point, and the western horizon bounded by the Adirondack Mountains. The roads are good, and the drives and walks pleasant and numerous.

Having reached Alburgh, our first step is naturally directed to the best hotel, which is the Alburgh Spring House. This House is beautifully situated, commanding a splendid view of Lake Champlain and the surrounding country. It is about one hundred feet in length with beautiful grounds attached, and is completely surrounded by tall and stately maples. We would especially call the attention to the unrivalled character of the *cuisine* of this Hotel, the unremitting attention of all the employees, and the appointments of its table, as well as neatness of its fittings. The building has the appearance of an institution, with the removal of which Alburgh Springs would not appear to be itself. It contains about one hundred and fifty bedrooms, a grand dining hall with a seating capacity of

about two hundred at once, besides parlors, billiard-room and elegant offices. All its rooms communicate directly with the office by electric signals, whilst the ventilation will be found most admirable. The entire house is furnished with a degree of luxury and taste regardless of expense, and in the latest modrrn style, and we may say that the grand dining-hall and parlors are models of taste. The name of Mr. C. C. Knapp, the manager, is enough to assure every satisfaction in the management of the House, as he is very well-known among the traveling public, having been manager of the Thayer House, Oak Hill House and Union House, Littleton, N.H., for a long term of years, and it is always his aim to study the wants and requirements of his guests, and we are convinced that under his management the House will prove itself one of the best of its kind, and that every person who has visited it will wish to renew the pleasure of a stay at the Alburgh Springs House, and will recommend it to friends.

The power and extent of their healing qualities are well established. Passing onward from St. Albans, after a ride of eighteen miles, Essex Junction is reached. From this point the tourist may continue his journey to Bellow's Falls, *via* White River Junction or Rutland.

As there are many points of interest on either route, we shall mention the more prominent ones. Passing by the first route named, we speedily reach Montpelier, the Capital of Vermont and the handsomest, if not the largest, town in the State. There is an air of dignity, and repose about it which is attractive to the tourist, and the charms of the country surrounding it are unsurpassed by any other part of the State.

MONTPELIER,

is on the Winooski river, and stands on what is said to have formerly been the bed of a lake. It is most pleasantly situated, and possesses many buildings worthy of the tourist's inspection.

WATERBURY, (Vt.)

This pretty village, on the line of the Central Vermont Railroad, twelve miles north of Montpelier, is situated amid the heights of the Green Mountains, and surrounded by magnificent scenery and picturesque views, which, added to good roads, elegant drives, and pure air, make it a most desirable place of resort. It is twenty miles from the summit of Mount Mansfield, and ten miles from Mount Mansfield Hotel, a celebrated summer resort; eight miles from Camel's Hump, a lofty mountain of almost equal attraction and notoriety; four miles from the great Winooski River, where the rocks form a natural bridge across the river, and large caves, where the Indians once made their homes; traces of the latter are still plainly to be seen.

Waterbury Hotel is a well-appointed house, only a few rods from the depot, is very pleasant, large and roomy, with long, wide, double verandas, and a special dancing-hall, croquet grounds, and good stabling for horses, also a fine livery stable connected with the house. Elegant six horse-coaches leave here morning and evening for Stowe and Mount Mansfield.

THE VILLAGE OF STOWE,

Situated in the Lamoille valley, completely flanked by mountains,—the most conspicuous of which are Mansfield

and Worcester,—is the delightful village of Stowe, containing a population of over 2,000 inhabitants. Stages connect with trains, morning and afternoon, at Waterbury, ten miles distant, on the Vermont Central, and at Morrisville, eight miles distant, on the Portland and Ogdensburg R. R. At Stowe is the famous

MOUNT MANSFIELD HOTEL.

A large and elegant structure, with its beautiful and splendid surroundings. It is 300 feet long, four stories high with two wings in the rear, 45 by 90 feet, and a broad piazza running the entire length of the front. The hotel has rooms for 450 guests. An extensive Livery Stable is connected with this hotel, where the best of teams, or horses for saddle use can always be obtained. All the appointments and surroundings of the house are first-class in every respect, and arranged with special reference to the convenience, comfort and pleasure of guests. From the observatory of the house are seen the village at your feet; the valley for many miles at the north-east; Worcester mountain range at the east; Camel's Hump at the south; while at the west, Old Mount Mansfield towers in all its hoary grandeur. The mountain appears of peculiar shape, the outline of its summit resembling the human face, turned upward in a reclining posture. The north peak represents the chin, the middle the nose, and the southern the forehead. The Chin, the highest summit, is 4,348 feet above the sea-level, and is the highest of the whole Green Mountain range. It is 3,800 feet above the village of Stowe, and 340 feet above the middle peak, or the Nose, which is 160 feet above the southern peak, the Forehead.

The mountain summit is nine miles distant from the hotel which bears its name. There is a good carriage road from Stowe to the Summit House, which is situated at the very base of the Nose. For the first five miles this road is over the usual travelled highway ; when the mountain base is reached, the road branches off and the ascent commences. The path, however, is not very steep, and is kept in excellent order. Two miles and a half of a pretty steep ascent, for the greater part of the way through a magnificent forest, brings the traveller to the Half-way House. Here one ought to make a long pause to admire the splendid view spread out before him. The lovely valley of Stowe, which has just been left with its smooth green farms, lies at his feet, and beyond, the hills and higher summits of the Green Mountains. In a clear day the summit of Mount Washington is dimly visible, though partially hidden by the nearer hills. A clear spring of pure water, a little distance away may be visited before starting on the ascent of the remaining one and a half miles of the peak. The journey is soon accomplished in an agreeable and pleasant manner, requiring only about three hours' time from Mt. Mansfield Hotel to the summit. The view is hidden by the trees for the greater part of the way, but occasionally we catch surprising glimpses of a wooded ravine, extending to the very base of the mountain, and far away to the north is Smuggler's Notch, through whose flowing walls are seen pleasant vistas, closed in the distance by beautiful green fields. Arrived at the base of the Nose, we repair to

THE SUMMIT HOUSE.

The house is neatly and thoroughly finished and fur-

nished. It is finely situated, near the summit of the mountain, full 4,000 feet above the level of the sea, and commands the fine view of the valley of the Stowe, towards the west, the wooded side of Mt. Mansfield being visible to its very base, with no intervening summit to obstruct the vision, the scene being only closed in by the White Mountain range.

Directly over the Summit House towers the Nose, 4,008 feet above the sea-level. Its ascent is made by a rough path on the western side, much resembling a flight of stairs. The northern side presents a steep and precipitous descent, down which you may look from the summit at least 500 feet. Several large pieces of the cliff have, from time to time, been detached and fallen in picturesque ruins below. It is but a short walk from the hotel to the Nose.

To ascend the Chin, however, requires more time, though the journey is less fatiguing. There is no such precipitous and giddy ascent, but the mountain slopes gently and gracefully away towards the hotel. It is distant about a mile and a half from the Summit House, and requires a longer time than the ascent of the Nose. As it is some 300 feet higher than the Nose, it consequently commands a more extended view.

The scene that is spread out before the eye, on either of the summits is gorgeous and beautiful in the extreme. Spreading out before you on the west is the level, fertile land of Western Vermont, diversified by pretty hills, bordered by the silver waters of Lake Champlain, with the deep blue Adirondack Hills in the far distance beyond. This view is singularly attractive. You see the farm-houses clustering into villages ; you can follow the

courses of the winding, trout-laden streams among the hills and forests ; you can see the dark green of the waving grain and can almost distinguish the farmers at their toil. The hills of Montreal may be seen to the north, and on a pleasant day the glistening spires of that city. The whole of Lake Champlain, from Fort Ticonderoga to the extreme north, lies stretched out before you. Burlington, on its shore, can be easily identified. Owl's Head, on the shores of Lake Memphremagog, lies away to the north. In the south, rise Camel's Hump and others of the Green Mountain Range. From the Chin you may also look down into Smuggler's Notch, and even descend into it, if you have time and the necessary pluck.

On the way to the Chin may be seen, in many places, parallel lines marked on the rocks in a uniform north and south direction. These have attracted much attention from geologists, who suppose they were left there by the glacier, when the mountain was covered by snow and ice, and it carried huge stones in its cold embrace. In one place are two huge boulders deposited on the mountain top, with the lines they made in reaching the eminence, visible a few feet from them.

The "Old Man of Mansfield Mountain" will be pointed out to you on the eastern side of the Nose. The profile is quite excellent, and the features possess an interesting regularity.

Having taken in all the beauties and glories accessible from the Summit, we bid our host of the Summit House good-bye, and easily and quickly make the descent, and are soon driven back to the palatial Mt. Mansfield House.

The next important point reached is

WHITE RIVER JUNCTION,

at which point the Northern Railway, the Connecticut Valley and the Passumpsic River Roads connect. The Junction House at this place has long been a favorite with the travelling public, and offers special attractions for tourists. From this point, passing over the Central Vermont Railroad, a ride of 40 miles brings us to

BELLOW'S FALLS,

the most prominent town in Vermont. At this point the Connecticut River is compressed into a space less than 50 feet wide, and through this narrow gorge all the water must flow. The River makes a descent of 50 feet, though there is not any one perpendicular fall. In the rocks near the Falls are points which will prove of interest to the antiquarian.

Returning to accompany those who proceed *via* the Rutland Route, a ride of 59 miles from Essex Junction, and the thriving town of

BRANDON

is reached. This town contains two singular caverns worthy of a visit. Minerals of different kinds abound, and extensive marble quarries are also in operation.

Leaving Brandon we pass

RUTLAND.

This place is best known in connection with the celebrated marble quarries, from which large quantities of fine white marble are annually shipped by railroad. From this point the tourist, by taking the Delaware and Hud-

son Road, can proceed direct to Troy, and thence by the Hudson River Road to New York.

He may, however, continue his journey from Rutland to Bellow's Falls, thence via Connecticut River Railway to New Haven, passing on his way through

SPRINGFIELD,

with its celebrated factories and substantially built edifices, and, should he feel desirous of remaining over, he could not do better than take up his abode, during his stay in the place, at the Massasoit House, Messrs. M. & E. S. Chapin, proprietors, where we can assure him that all the comforts desirable will be readily obtained, and he will leave the city with pleasant recollections of his visit. The distance between New Haven and New York will be speedily traversed, and the tourist will find himself once more in the Metropolis.

TO NEW YORK AND BOSTON via SOUTH EASTERN RAILWAY.

Another, and exceedingly pleasant and popular direct route between Montreal, Boston and New York, is that via the South Eastern Railway and its connections. The tourist by adopting this route passes through the most enchanting regions of Canada, Central, Northern Vermont, and the beautiful Lakes of Memphremagog and Winnepesaukee. From Montreal to Lake Memphremagog, going over the South Eastern Railroad, the scenery is the finest to be found in Lower Canada, and it is the charm and attraction of this route to pleasure travellers that it affords a continuous panorama of Mountain, Lake and River views, which are nowhere surpassed in their

attractive loveliness. There are Jay Peak and Owl's Head, Lake Memphremagog, Crystal Lake, the White Mountains, Lake Winnepesaukee, and the lovely Passumpsic, Connecticut and Merrimac River Valleys, and the whole route forms a most delightful and fascinating trip.

For those who have not the time or the wish to visit either the Mountains or the Lakes, this road affords attractions equally strong with those it presents to pleasure travellers.

Leaving Montreal at the Grand Trunk Station and passing onward by Chambly, the tourist speedily finds himself winding through the lovely Mountains, passing at the foot of Jay Peak. The name 'Green Mountains' is truly appropriate, and it may be applied to the green hills which surround us on every hand. Scarcely has the tourist passed this point until the flourishing town of Newport, Vt., is reached. Approaching this town the road skirts the shores of the beautiful Lake Memphremagog, which is well worthy of a visit.

LAKE MEMPHREMAGOG,

is a beautiful sheet of water, situated partly in Vermont, and partly in Canada. It is 35 miles long, and varies from 2 to 5 miles in width. Its shores are rock-bound and indented with beautiful bays, between which jut out bold, wooded headlands, backed by mountain ranges. Newport, at the head of the lake, is reached in about four hours from Montreal. Here the tourist will find an excellent hotel, the Memphremagog House, of which Mr. James Gleason is manager. This gentleman, after having made a record for himself in the management of

the Evans House, Boston, and the Wellesley House, Wellesley, Mass., has by able and popular management made his house widely known as a first-class hotel, both in Canada and the United States, and it is due to his efforts that Newport has become now so favorably known as a place of summer resort. The house is beautifully situated near the margin of the lake, and commands charming views at all points. It has a length of 180 feet and height of three stories, with lawn in front always green, and laid out tastefully in walks. It contains about three hundred bedrooms, a grand dining-hall with a seating capacity of three hundred at one time, an elegantly furnished parlour, billiard, reading, and smoking rooms, hot and cold water baths, electric bells connecting with the office. All the furniture and appointments are of the latest style of modern improvement, while the health and safety of guests are provided for by contrivances for ventilation, and for protection against fire. The *cuisine* is first class, and the utmost courtesy and attention are always shown by the officers of the house and the attendants to guests. Besides the many beautiful trips to different parts of the lake, there are a number of equally beautiful and pleasant drives within easy distance of the Memphremagog House, some of which are to Indian Point, Trolling Park, Clyde River Falls, two miles distant, Derby Centre, four miles, Coventry Falls, (three routes) six miles, Bear Mountain, (fine view of lake), seven miles, Beebe Plain, seven miles. Stanstead, ten miles, Fitch's Bay, P. Q., (view of lake,) eleven miles, Bolton Springs, fourteen miles, and Jay Peak, (height 4,018 feet), fifteen miles. From this point a steamer plies daily the whole length of the Lake.

JAY PEAK

should be visited if time permit. It is 4000 feet high, and commands a fine view of the entire range of the Green Mountains, the Franconia Range, and the Adirondacks, with Lake Champlain also. The

OWL'S HEAD

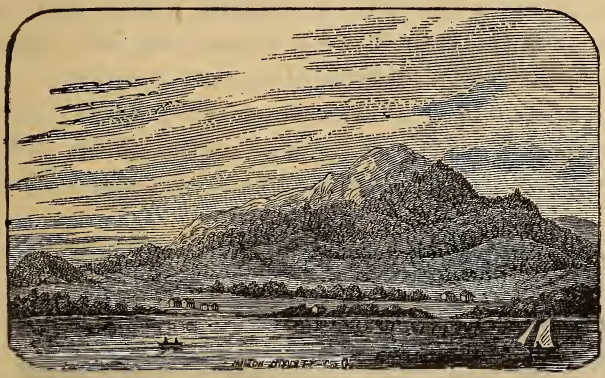
rises 3000 feet above the Lake, and commands, in fine weather, an extensive view. There are several points of interest along the Lake and its vicinity. A drive to Mount Orford, the highest mountain in the Province of Quebec,

OWL'S HEAD—ON THE WEST SHORE OF LAKE MEMPHREMAGOG.

could not fail to give pleasure. On the southern shore of the Lake is a wonderful natural curiosity, known as the Balance Rock, a large mass of granite poised on a narrow point.

The eastern shore of the Lake in this vicinity is much improved and adorned with handsome residences, the finest being the beautiful summer villa of Sir Hugh Allan, of Steamship fame. Mount Elephantis, or Sugar Loaf Mountain, is seen to advantage from this point.

At Newport, connection is made with the Connecticut and Passumpsic River Road, which passes through the



MOUNT ORFORD—THE HIGHEST MOUNTAIN IN LOWER CANADA.

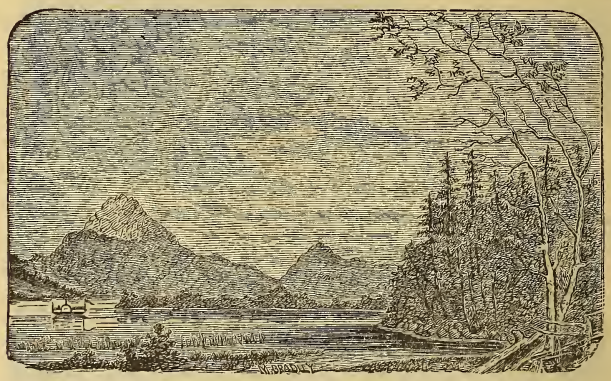
beautiful Passumpsic valley, with its romantic scenery and thriving towns and villages. At Wells River, the tourist

BALANCE ROCK.

will take the Boston, Concord, Montreal, and White Mountain Railway, which passes through some of the

finest scenery imaginable, and traverses for a distance of over 20 miles the shores of the ever charming Lake Winnepesaukee. Arriving at Concord, the tourist takes the Concord Railway to Nashua, thence over the Boston, Lowell, and Nashua Railroad to the city of Boston.

At Well's River, the tourist may with but little loss of time visit the whole of the grand scenery of the White Mountains. In fact, for variety of scene, comfort in tra-



OWL'S HEAD AND MOUNT ELEPHANTIS—AS SEEN FROM THE RAILROAD, NORTH OF NEWPORT.

vel, and other advantages, this homeward route has much to commend it to the tourist.

Tourists for New York pass from Wells River to White River Junction, via Connecticut and Passumpsic River Railroad, thence to South Vernon via Central Vermont. The journey is then continued via Connecticut River Railroad, through Springfield, and via New Haven, Hartford and Springfield to New York.

LAKE CHAMPLAIN ROUTE.

We have thought it desirable to add to our Guide a brief sketch of one of the most interesting and attractive lines of travel presented in the whole country. It is rendered such by the exquisite and varied beauty of the scenery, by the thrilling historic associations impressed upon it, by the rare accommodation and comfort of its steamers to the tourist, and by being the most direct and eligible route between Saratoga, the White Mountains, Mount Mansfield, the Adirondacks, Montreal and Quebec. It combines many decided and peculiar advantages, and prominent among these is the pleasant change from the dust and heat of the cars to the spacious and airy steamers. Lake Champlain stretches a distance of 120 miles, almost due north and south, and seems designed by the hand of Nature to form an avenue of commerce and social intercourse. Travellers, who have widely explored the objects of interest in the New and Old World, unite in pronouncing the waters and environs of Champlain the most beautiful and impressive the eye can rest upon. Varied features unite to complete the panorama. The waters of the Lake, whether reposing in a calm, or surging under the power of a tempest, are indescribably beautiful; but this attraction is infinitely enhanced by the islands, which, in varied forms, stud its bosom; by the peninsulas which pierce it; and by the bold, rocky precipices that hang over the Lake. The shores on either side are impressive and beautiful: now a long line of rugged cliffs, crowned by dense forests, appears, and now, smiling in luxurious ranges of culture and elegance, embellished by farm houses, mansions and villages, with their glittering spires. All this scene of beauty is enhanced by the dark

framework of mountains, that impart magnificence to the whole.

CHAMPLAIN AND LAKE GEORGE.

Passengers leaving Montreal by the Montreal and Chambly Division of the Grand Trunk Railway will cross the mammoth Victoria Bridge, and are rapidly transported to Plattsburg, where they will remain over night, taking the majestic steamers "Vermont" and "Horicon," of the Champlain Transportation Co. next morning, which form a day line in either direction passing through both lakes going south; they leave Plattsburgh every morning, Sundays excepted, via Port Kent. Ausable Chasm, Burlington and May Landings, reaching Fort Ticonderoga, at noon (dinner after arrival), here the tourist can take an observation car around Mt. Defiance to Baldwin, Lake George, steamers to Caldwell where direct connections are made through to Saratoga, Troy, and Albany, the same afternoon. Passengers who desire to go through both lakes should leave Montreal by afternoon train; and Saratoga, Plattsburgh, etc., tourists, leaving these points above referred to, do not pass through Lake Champlain, but reach Saratoga via Lake George the same afternoon in time for supper. These vessels are models of elegance, neatness, and comfort. They are regarded as second to none on the continent for their power and safety, the perfect accommodation they afford, their spacious staterooms and cabins, and the sumptuous tables they spread.

Lake George.

Few, if any, among the numerous picturesque lakes in America are more beautiful or more celebrated than this,

which lies between the counties of Washington and Warren, in the State of New York, and is thirty-six miles long, varying in breadth from three-quarters of a mile to four miles, and in many places is four hundred feet in depth. It is in the midst of mountains, and popular belief credits it with islands equal in number to the days of the year. History as well as tradition, lingers around it, marking many spots with more than ordinary interest. Not the least among these are the ruins of Fort William Henry and Fort George. The lake has had many names conferred upon it, both by Indians and white men. The former generally called it Lake Horicon; the French named it La Lac du St. Sacrament, and were in the habit of carrying its remarkably pure water many miles for baptismal purposes. Sir William Johson, prompted by his loyalty, named it Lake George, after one of the Georges of Great Britain, and his title has been permitted to remain as its designation, although it can not justly be considered appropriate or elegant. A writer, describing the many attractions of the lake, says:—"It has something of interest for every one—the lover of history, of romance, of beauty, and lovers generally.

Having reached Plattsburg, which modern events have rendered the most conspicuous point on the Lake, the tourist will soon discover that a sojourn of more than a single day will be required for an inspection of its varied objects of interest. The military works made memorable in the siege of Plattsburg in 1814, will claim his attention, nor will he fail to make a pilgrimage to the military graves, in the cemetery. The drives are delightful, and that to the Ausable Chasm must not in any event be neglected.

The small island lying to the left, on leaving Plattsburg, was named St. Michael by the French ; it was occupied after the battle of 1814, as an hospital, and was then known as " Hospital Island," but is now called " Crab Island." We immediately after enter Valcour Strait, in which the first action in 1776 occurred, between the British and American fleets. The tiny islet south of Valcour, tradition asserts, was at an early period occupied successively by the French and British naval officers, for the cultivation of vegetables and flowers, and it still bears the name of " Garden Island." Nearly opposite this island is situated the Delta of the Ausable River—a singularly beautiful stream. We next reach Port Kent, an important landing-place for the rich valley of the Ausable River. It is five miles from the flourishing village of Keeseville, and three miles from the Ausable Chasm. This wonderful work of nature attracts yearly increasing crowds of visitors. It has been truly said that a view of this scene rewards a voyage from Europe ; the pen and the pencil equally fail in attempts to adequately delineate it,—to be appreciated, it should be deliberately explored and surveyed. No traveller in pursuit of pleasure, or desirous to examine the phenomena of nature, should omit to devote a sufficient time to the inspection of this most interesting spot. It is formed by the egress of the Ausable River, from the northern end of the Adirondack Mountains into Lake Champlain. The river has carved a channel in some places reaching a depth of two hundred feet, leaving precipices of every shape towering above the dark water. At one place the river is compressed to a breadth of only ten feet. The waters dash madly through their confined channel and are precipitated over falls,

AUSABLE CHASM

cascades, and rapids, the first fall being twenty, and the second, sixty feet high. The length of the Chasm proper is nearly two miles, and its sides and top are fringed with cedars, which cast a sombre shadow over it, and add to its mysterious grandeur. The Ausable Company have made extensive improvements to facilitate the access and easy exploration of this wonderful gorge. The chasm may be reached, *via* Port Kent from Burlington or Plattsburg, from Keeseville, or the depot at Peru; or a particularly pleasant route is enjoyed by a drive of twelve miles from Plattsburg along the margin of the Lake. The Grand Trunk Railway have issued tickets the present season, permitting passengers to stop off at Plattsburg, and visit the Chasm.

Mount Trembleau, a graceful promontory interesting as being the last spur of the Alleghanies upon the Lake, stands immediately south of Port Kent. The steamer now enters upon the widest portion of the lake. A panoramic view is here unfolded, which blends, in rare felicity and beauty, the wildest magnificence with the most exquisite loveliness; the waters spread out in a broader expanse than the eye can easily embrace, and are broken, and embellished by countless islands and headland. Burlington reposes in tranquil beauty in the east, and beyond are delineated the outlines of the Green Mountains, with the profile of each summit clearly defined upon the horizon. In the west, Lion Mountain and the broken groups of the Adirondacks pierce the sky in unnumbered peaks. At times, when we contemplate the western sky, in the declining day, and the atmosphere is radiant with the beams of the setting sun, the scene becomes grand and gorgeous beyond description,—earth

and air, mountains and lakes, are bathed in a glorious and universal effulgence. On the left, near the Vermont shore, stands a massive lighthouse which is erected on a reef, and seems to arise from the bosom of the water. Burlington appears to peculiar advantage as we approach, and is conspicuous among New England cities for the beauty of its location, its attractive elegance, and high prosperity. Many of its public edifices and private mansions are among the finest of graceful and elegant architecture. Almost in the track of the steamer, in her southern route, "Rock Dunder," a high conical rock, rises from the lake, just beyond the harbor of Burlington. This was probably the great rock "Riggio," celebrated in colonial annals, and believed to have been, before the eye of Champlain rested upon the beautiful waters of the lake, established by treaty as the boundary between the Mohawks and their hereditary enemies, the Algonquins. Soon after, Shelburn Bay will be observed, a deep indentation on the left. This is the great shipyard of the Steamboat Co., where they construct their vessels, and collect their condemned hulks, here to fall into decay. The vast form of Mount Mansfield towers remotely in the north-east. On the eastern horizon, the tourist will descry a lofty peak jutting up from the Green Mountains. The imagining of a slight fancy will delineate the "King of Beasts" reposing amid the clouds, his erect head, his flowing mane and huge rocky paws. The French called the mountain the "Lion Couchant." The four little islets, lying nearly at the cardinal points, designated by the French the "Isles-des-quatre-venuts," are now known as the Four Brothers. Near these islands Arnold fought his last battle with Carlton. At the foot of the long

peninsula, on the western shore, now named Willsboro' Point, is the mouth of an important stream, the Bouquet river, embowered by trees and bushes. This was the sight of Gilland's colony in 1765, and the scene of Burgoyne's famous Indian Treaty. Soon after we pass the beautiful village of Essex. Three miles beyond, and near the Light House we are approaching, is a remarkable natural curiosity. This is "Split Rock," (*Roche fendue* of the French), a naked cone separated from the mainland by a narrow fissure, and seems to have been carved from the rock itself. We next reach the pleasant village of Westport. Nine miles beyond, we stop at the thriving village of Port Henry, where the immense product of the iron ore beds of that district is shipped in every direction. In the passage from Essex the dark sierra of the Green Mountains is distinctly revealed, tracing a marked outline upon the horizon, while dislocated spurs of the Adirondacks are occasionally projected from the beetling mountains into the lake, but their rough and rugged forms do not betray the inexhaustible wealth teeming in their bosoms. Directly south of Port Henry, across Bullwagga Bay, is situated the Peninsula of Crown Point. Chimney Point, which was occupied by the French in 1731, and the ruins of Crown Point, are on opposite sides of the lake, and separated by a narrow passage; there the expanse of the lake terminates, and the long river-like channel, which continues to Whitehall, commences. When we contemplate the silence and repose which now rests upon Crown Point we can hardly realize that, in a former epoch, it was animated by the pomp and glories of war, or that it was once the mart of a large commerce, conducted by a busy

population. We soon pass the draw of the railroad bridge, a work of great importance and interest. The tourist will next perceive the venerable ruins of old "Fort Ti—," or Ticonderoga looming up on a high rocky cliff at the confluence of the waters of Lakes George and Champlain. Mount Defiance stands on the opposite of the former, and Mount Independence on the eastern shore of the Lake. Ticonderoga is now the southern terminus of the Steamboat Line, and here connection is made with trains to Lake George, or to Whitehall, Saratoga, and southern points.

The completion of the railroad line between Lakes George and Champlain is an attractive feature of the Lake George route, as a tedious stage ride is avoided. There are two daily lines of steamers each way through Lake George to Caldwell.

THE CENTRAL HOTEL,

Lake George, is a well furnished hotel, and affords good rooms and accommodation for 100 guests, and with all its beauties Lake George attracts many transient visitors from other villages and summer resorts, both citizens and summer residents. To all such we can in truth commend the Central Hotel, which has been conducted since its erection by different parties, with varying success, but since the house has passed into the hands of that *prince of good fellows*, Mr. P. J. Brown, son of George Brown, Esq., of the noted half-way house French Mountains, has attained its greatest popularity. Mr. Brown, who is well-known to travelers, and bears an enviable reputation for being a man who is thoroughly experienced in every detail pertaining to the

hotel business, and as a proof of this assertion, year after year brings back many of the same summer visitors, and constantly attracts new ones. The table here is peculiarly fine, being supplied from thrifty farms owned by resident farmers. Fine lake and brook trout, as well as fresh vegetables, here taste so differently from our city dishes as to seem almost a new production of nature's bounty. The hotel is large, airy and neat, the rooms clean and well furnished, and the wants of guests promptly and carefully attended to, and those who may feel inclined to enjoy a ride through any of the popular thoroughfares in the vicinity of the Lake, will find, upon making application at the hotel office, that as good conveyances as can be had may be procured at reasonable prices. Transient board $2 per day, $7 to $10 per week. Stages land passengers directly at the door of the Central Hotel.

Having returned to Ticonderoga, after this pleasant detour to Lake George, the tourist can then take passage to New York by the Delaware & Hudson Canal Coy's R. R. to Troy and Albany; thence by rail or river, to New York.

TO LONG BRANCH, ROCKAWAY, CONEY ISLAND, MANHATTAN, BEACH, OCEAN GROVE and CAPE MAY.

TOURISTS desiring to visit the far-famed resorts of the Northern New Jersey coast, should take at New York the New York and Long Branch Division of the Central Railroad of New Jersey, starting from the foot of Liberty Street, or the steamboat from Pier No. 8 North River, and connecting at Sandy Hook with the New Jersey

Southern Railroad to Philadelphia. Admirable facilities are offered by the Pennsylvania Railroad during the summer season; three express trains, with parlor cars attached, run between Philadelphia and Long Branch daily. The route is by the New York Division to Monmouth Junction, thence over the old Freehold and Jamesbury Railroad to sea girt, and from this point over the Central Railroad of New Jersey to Long Branch. On Saturday, an extra train leaving Philadelphia at 2.30 P.M., will reach Long Branch (93 miles) in two hours and sixteen minutes. The service employed on the Long Branch Division is the best that the Pennsylvania Railroad affords. The Philadelphia and Reading Railroad Company, lessee of the "Bound Brook Route," also runs first-class trains from Philadelphia directly to Long Branch, Ocean Grove, etc., *via* Elizabeth and the New York and Long Branch Division of the Central Railroad, especially for the sea-shore business. During the present summer the Company proposes to increase its facilities.

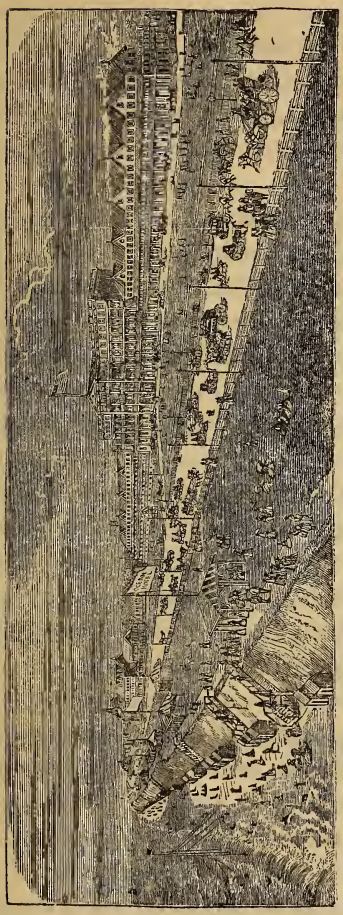
If the tourist should decide to leave New York from Pier No. 8, North River, (foot of Rector Street), on either of the first-class steamers, which make during the "season" some six or seven trips daily between New York and Long Branch, he will first view the many beautiful sights which make New York Bay the most famous harbor in the world. On the left we see Governor's Island, with old Castle William in the foreground. On the right Gibbett and Bedlois Islands, all fortified to the water's edge. Sailing on, we view over our left bow the Long Island shore, the densely wooded heights of Bay Ridge, studded with villas. Right ahead are the stately hills of Staten Island, and on our approach to the "Narrows," the gate to the

Atlantic Ocean, our attention is called to Fort Tomkins and the granite walls of Fort Richmond, and its outlying batteries on our right, while on our left stands Fort Lafayette, grim, silent, and isolated, and back of it the formidable fortification of Fort Hamilton. Beyond these, to the south-east, is Coney Island, and still further on we obtain a distant view of Rockaway. Entering the lower bay, a sort of miniature ocean, we pass incoming and outgoing vessels of all sizes and of all nations, from the fisherman's sloop and pleasure yacht to the stately Cunarder, and after about an hour's delightful sail from New York we reach

SANDY HOOK, or the "HORSESHOE,"

one of the finest and safest harbors in the world. Here we may see, at times, a hundred sail anchored, awaiting the safety signals of "Old Prob" to venture out to sea. In a few moments passengers and baggage are transferred to a train of comfortable cars, and we are soon speeding through a dense growth of luxuriant cedars and holly on the Government Reservation.

Passing Highlands, Seabright, Monmouth Beach, in one and a half hour's time from New York, our train rolls into the depot of the "Brighton of America," and during President Grant's eight years of office popularly known as the "summer capital," a title which it is likely from appearances to retain, as President Garfield has announced his intention of making it his summer home jointly with his own homestead, Mentor, Ohio, and has leased one of the brightest cottages at Long Branch with that view.



LONG BRANCH.

LONG Branch is one of the most fortunate, as far as position, accessibility and climate are concerned, of the watering-places on the Atlantic coast, and with these advantages at the outset, it has naturally become one of the most famous resorts of the fashionable and wealthy society of New York and Philadelphia. As a summer retreat it is less expensive than Newport and Saratoga, and quite as beautiful as either. Society, there, is generally more democratic; fashion decrees no rigid course of conduct, and is therefore less exacting of her votaries, than at many other resorts in which the fashionable world takes no greater interest. The site of Long Branch is upon a bluff which affords a splendid drive overlooking the sea. The climate is as delightful as that of any other part of the New Jersey coast; which is saying quite sufficient in its favour. The interior of the country is fertile and pleasant. There are

no salt marshes or sandy plains in the neighborhood, and as the hotel-keepers say, no mosquitoes; in fact, Long Branch is as well suited to rest and recreation for the weary, as to the pleasures and pastimes which city folks quite as often seek in going to the country or sea-shore for the summer.

These natural advantages are adjacent, and within easier access than any other watering-place, to the commercial centres—New York, and Philadelphia. The remarkably safe sea-bathing facilities, an entire immunity from annoying insects and other causes combined, have elevated this notable resort to the first rank in the country. The "Bluff" here finds no parallel upon the Atlantic coast, extending, as it does, five miles continuously, and at an elevation of not less than twenty feet above the beach, from which it rises abruptly; the plateau behind forms the famous "ocean avenue" drive, and constitutes a delightful promenade, with paths and broad walks, through green sward and summer-houses in front of hotels and cottages. The natural healthfulness of Long Branch and its surroundings are well-known. Bounded by the Atlantic ocean on the east, by well-drained and fertile farming lands on the south and west, and by the Shrewsbury river and its branches on the north, supplied with pure water by its securely constructed water-works, it possesses every requisite for a salubrious locality. A dozen first-class hotels lining the bluff, with many others on the avenues leading back from the ocean, give ample accommodation for all comers.

Pleasure Bay is the most delightful boating locality in the vicinity of the Branch. It is reached by a short drive of a mile and a half, and presents a most inviting appear-

ance to the devotee of aquatic sports. Oysters, crabs, clam-bakes, &c., are here served up in a style of cuisine that is seldom equalled.

The drives are, beyond question, the finest of any seaside resort, and so numerous and varied that one can select a different route for almost every day in the "season," without their becoming in the least monotonous. One of the attractive features of the "Branch" during the months of July and August is the races, under the direction of the Monmouth Park Association, on their track at Oceanport. It is by far the best in America, being a full mile, with wide sweeping turns, and visible in every portion from the grand stand; its homestretch is a straight dash of a quarter mile and cannot be equalled. It affords plenty of room for the large field of horses for which Long Branch meetings are famous.

The tourist, if destined for Philadelphia, will continue on the train from Long Branch, passing through many pleasant villages to Camden (opposite Philadelphia), without change of cars. During the summer season, especically, this line of travel, between New York and Philadelphia, will be found delightful. We will now call the tourists attention to a few of the most popular summer resorts in this vicinity.

LONG ISLAND.

IT is not long since the opinion was given to the world that the interior of Long Island contained nothing of greater interest to the tourist than heaps of desert, sand, and forests of low shrub-trees left unfinished by the Creator and neglected by man. The Island was recognized a few years ago as a geographical fact, and that

was all. Its northern shores were notable chiefly as the boundary of the waters of the Sound, while its southern ones had become familiar to newspaper readers through terrible and frequent marine disasters. The past two years, however, have worked a wonderful change in the fortunes of Long Island. Thousands of people have explored it from end to end; tourist have found there all the delights of pure country air and the finest beaches in the country; artists in exploring its coasts have found an inexhaustible field for sketching, while business men have just come to a realization of its south-western shores, their accessibility to New York, and the convenient and delightful escape they afford from the enervating atmosphere of the over-heated city. The unsavory reputation of old Coney Island is too recent a memory soon to be forgotten, and the growth of the Island during the past two years, until it has become the foremost of American watering-places, is the more remarkable, because it is unparalleled in the history of our summer resorts. The various railroads and steamboat lines by which the Island was reached, attested, on several days of last August, their capacity for moving more than 200,000 passengers from New York to Coney Island between sunrise and sunset. The small island was overrun by multitudes of people, and those who could find a seat on the hotel piazzas, Bauer's platform, or the Iron Pier, were more fortunate than a good many others, who, for the want of a resting-place were obliged to move about with the restless multitude, animated only by a common purposelessness. The hotel-keepers have learned several valuable lessons by the experience of last summer, and the travellers of the present one are likely to

benefit by it. The imperfect drainage, which was a subject of continued complaint last year, has been overcome, it is confidently promised, by the erection of a number of hermetically sealed tanks, which will be cleared as often as required and by a process of chemical disinfection, which has been tried with success in the South. The Manhattan Beach and Oriental (new) hotels are said to be the only important ones whose drain still empties into Sheepshead Bay. The most important improvements on the Island, since the close of last season, will be the Manhattan Beach Company's new hotel, called the Oriental, which is now in course of construction on the lot adjoining on the east side that of the Manhattan Beach Hotel. The Oriental will be opened about the middle of June, with rooms for about 500 guests. The frontage on the ocean is nearly 600 feet, and the dining-room will be one of the largest on the Island. The Brighton Beach Pavilion has been enlarged, and the platform in front of the West Brighton Beach Hotel has been extended 160 feet into the sea. Paul Bauer's Platform, near the Iron Pier will provide seats for about 15,000 persons, and the contiguous band-stand will be occupied in the afternoon and evening, after the 12th of June, by the Twenty-third Regiment Band of forty-two pieces. One of the most noticeable improvements at Coney Island is a lawn and flower-garden, which now extends several hundred feet east from the Brighton Beach Hotel, covering what was formerly a wide tract of marsh-land. The band-stand, in front of the Brighton, will be occupied this summer by Neuendorff, who will be remembered by all who listened to his popular orchestra last season. Another railroad has been added to the traveling facilities. The New York

and Brighton Beach Railroad, from Locust Grove to Coney Island, has a double steel track, and is thoroughly equipped with rolling-stock. The time from New York City to Brighton Beach, over the new road, is only twenty-seven minutes. The Brighton Railroad, from Hunter's Point and Flatbush avenue, Brooklyn, to the Brighton Hotel; Manhattan Railroad, from Bay Ridge and Long Island City to the Manhattan Beach Hotel; the Prospect Park and Coney Island Railroad, from Greenwood to the West Brighton Beach; the Sea Beach Railroad, from Bay Ridge to Sea Beach Palace, and the Brooklyn, Bath and Coney Island Railroad from Locust Grove to Coney Island, now offer first-class facilities for summer travel about the first of June. The flotilla of steamboats running between Coney Island and New York will begin their half-hourly trips about the 12th of June. There will be an independent line of steamers during the summer running between Coney Island and Long Branch; and another, making hourly trips between Rockaway and Coney Island.

ROCKAWAY,

claiming, among other advantages, an infinitely finer beach and purer atmosphere than Coney Island, and possessing the largest hotel in the world, as well as the new railroad, which brings New York within thirty minutes ride of the Beach, takes a large share of pleasure excursionists from New York during the summer season. The growth of this place might be likened to that of Coney Island, though in no way compared with it. But it would be difficult to exaggerate the possibilities of the present season, since the Rockaway Beach Improve-

ment Company have taken that little neck of sand under their fostering care. It was not so very long ago that Rockaway was a neglected waste of land, covered here and there with a starving underbrush of trees and shrubs, while Far Rockaway, less than five miles further up the coast, was a fashionable resort, second only to Saratoga. Rockaway was a barren desert which no one cared to explore, as late as 1860, when one James Remsen bought all the sand heaps west of Far Rockaway, some 12,000 acres in all, and paid $500 for them in the hope that they might some day be worth something. The mill of time was a slow one in his case, but Mr. Remsen's time came in spite of those who called him crazy, and two years ago last spring the Rockaway Beach Improvement Company paid nearly $200,000 for the neck of land on which their new hotel has been constructed. The new hotel is seven stories in height, with a facade 1,140 feet, or about 400 windows on the sea. It is constructed of yellow pine and California red wood, the first floor being finished wholly in panel work, including the ceilings. The piazza extends on the front the entire length of the hotel, 1,140 feet by about 100 feet in width, and three hundred feet distant from the surf at high tide. The hotel contains about 1,200 rooms, or accommodation probably for 1,600 persons, and the dining-room can seat 6,000 persons. The new railroad (New York, Woodhaven and Rockaway) from Long Island City (Hunter's Point), and Flatbush Avenue (Brooklyn), touches at Woodhaven, on the Long Island Railroad, and thence takes an air line to Rockaway Beach, crossing Jamaica Bay by a trestle-work about five miles in length. The distance of about sixteen miles is traversed in thirty minutes, trains arriving

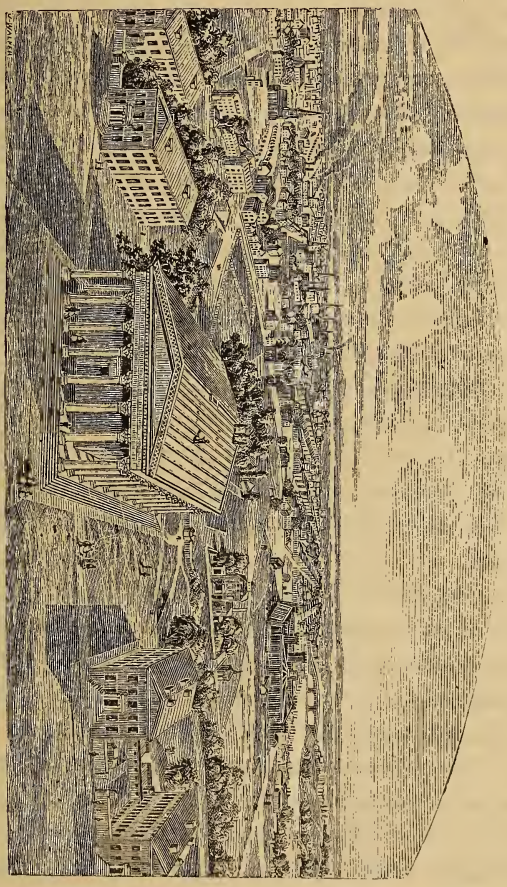
within a stone's throw of the new hotel, which stands at the western terminus of Rockaway Beach, fairly within sight of the Coney Island sands. The Rockaway Beach Improvement Company operate, in conjunction with the new railroad and hotel, a special line of steamers to New York, trips being made as often as the emergencies require, with a landing at their own pier in Jamaica Bay, immediately in the rear of the hotel, The new iron pier at Rockaway Beach extends about 1,260 feet into the sea, the starting point being from the Beach about half a mile above the point. In addition to the new hotel, there is at Rockaway Beach, the Sea-side House, which has been enlarged to accommodate 300 guests; the Surf House (100), East End (400), Atlas (250) Sea-side Pavilion (150), Hammill's Hotel (300), and a number of smaller houses where one can enjoy all the comforts of life, at as reasonable prices as in New York. The Long Island Railroad will run express trains during the summer to Rockaway Beach and Far Rockaway, *via* Valley Stream, the distance to Rockaway being less than seven miles longer than by the new road.

GREENPORT, a quiet little seaport town at the eastern terminus of the Long Island Railroad, will take a prominent place this season among Long Island resorts through a new summer route to Newport, via Greenport, Express trains will leave Long Island City and Brooklyn about noon, arriving at Greenport(94 miles) in two hours and a quarter, connecting there with the steamer for Block Island, Newport, Martha's Vineyard and Nantucket. The sea journey to Newport occupies about four hours. Returning, the boat will leave Newport in the morning, connecting with a fast express at Greenport,

the passengers arriving at New York after a six hours and a half journey from Newport. The summer arrangement of trains on the Long Island Railroad will probably provide for three express trains each way, making only one stop between Long Island City, Brooklyn and Greenport. Steamers will make daily trips across the Sounds to New London and New Saybrook, at the mouth of the Connecticut River, and towards the interior the eye is greeted with green fields and prosperous West Jersey farms, a striking contrast to the wastes of sand or unwholesome marshlands which summer travellers have so often to overlook in approaching the sea-shore. Railroad trains whirl their passengers through the pretty village, giving glimpses here and there of hotels great and small, spacious country residences, and long shady avenues bordered by cosy cottages. At length the passenger is set down at the West Jersey Station, and the clear blue waters of the Atlantic tumble in on the white beach fairly at his feet. From the broad walk, which extends along the beach from the railroad station to the Stockton and Congress Hall hotels, a fair idea of the town may be had. It is a bright picture, pervaded with an air of refinement and prosperity and full of hope for the pleasure-seeker. The fire which destroyed so large a portion of Cape May, in the winter of 1878-79, was speedily repaired. New and finer hotels rose from the ashes of the old ones, and were in readiness even by the opening of the season of 1880; hence the aspect of Cape May from the beach is one of prosperity and life; the new buildings give the impression of a newly created watering-place, while the contiguous grounds show the advantage of the care and attention that have been bestowed upon them for years. The two

largest hotels on the island are the Stockton and Congress Hall (reconstructed for the summer season), both of which have accommodation for about 800 guests, and are, in every sense, first-class hotels. The facilities for reaching Cape May have been vastly improved, and if the season is as prosperous as it promises to be, the West Jersey Railroad will need all the advantages of its excellent rolling-stock and fine road-bed to meet the demands made upon them. The summer arrangement of trains on the West Jersey will probably provide for express trains leaving Philadelphia at convenient hours, both in the morning and in the afternoon. The time between Philadelphia and Cape May (81 miles) is only two hours. Returning, express trains will leave Cape May probably about the same time during the day as last season. In addition to these there will be an accommodation train each way. The rolling-stock of the West Jersey has been increased by a large number of new summer excursion cars, built on the admirable model of the new cars used in the fast express service of the New York Division of het Pensylvania Railroad. One of the pleasantest routes to Cape May during the summer months is by the large excursion steamer "Republic," which will leave Race street wharf early in the morning, and, after a pleasant trip down the Delaware, reaches Cape May Point about noon. A narrow-gauge runs to Cape May City, five miles distant. Leaving the Point again about three o'clock the "Republic" arrives at Philadelphia early in the evening. Baltimore sends to Cape May quite as large a portion of her fashionable world as comes from Philadelphia. The society at the Island is bright, animated, refined and hospitable, as it can afford to be, for the

visitors at Cape May belong to the best class of summer travellers. The "season" opens at the Stockton Hotel, about the 10th of June this summer.



CITY OF PHILADELPHIA.

ATLANTIC CITY, situated on the Atlantic coast, sixty miles south-east of Philadelphia, has a resident population during the summer months slightly exceeding that of

Cape May, but the transient visitors in the height of the season fairly outstrip that of any watering-place south of Coney Island. It was opened to the public a little more than a quarter of a century ago, and since then it is indebted for its rapid growth and steadily increasing popularity to an unusually fine climate, both in winter and summer, a good beach, generous hotel accommodations, and the admirable facilities the Camden and Atlantic Railroad have always offered for going there. The adjacent coast is broken into many inlets and bays, which now afford the best opportunities for boating, fishing and gunning, sports that bring hundreds of visitors to Atlantic City every year. The improvements made last season is likely to work a wonderful change in the fortunes of Atlantic City—a change that was anticipated in the scores of new buildings which were constructed there. In addition to the Camden and Atlantic Railroad, and the Philadelphia and Atlantic City Narrow Gauge Railroad, which transported thousands to and from the sea-shore every day of last season, the West Jersey Railroad opened last summer a new railroad to Atlantic City, from Camden, by way of Newfield, a station on the West Jersey (Cape May) Railroad, about thirty miles from Philadelphia. The new railroad opened in 1880, from Newfield to Atlantic City is thirty-four miles in length, laid with steel rails and on a road-bed prepared for the fastest express trains. The new railroad, which is about four miles longer from Philadelphia than the Camden and Atlantic, arrives at Atlantic City, at the junction of Atlantic and Baltic avenues, the station fronts both streets. Trains leave Camden (from Philadelphia by Market street ferry) for

Atlantic City over the West Jersey Railroad at convenient hours during the day, and they run five fast express trains over the new railroad between Philadelphia and Atlantic City every day. One stop is made at Newfield, and the running time does not exceed one hour and a half. On the other hand, the Camden and Atlantic Railroad, is well equipped with new rolling-stock, a well ballasted track, has a new and large station at Camden, and a new iron ferry-boat crossing the Delaware from their station at the Vine street wharf to Camden, and will open this season, better prepared than ever, to meet the tide of summer travel. Four express trains run to Atlantic City daily, without a stop. The running time is less than ninety minutes. The cheapest route to the sea-shore is by the Narrow Gauge Railroad from Camden. Express trains run each way daily. A multitude of travelers were accomodated by this road last season; and at the popular excursion rates offered, the luxury of a trip to the sea-shore, and a bath in the surf, is within reach of the smallest purse.

ANGLESEA, or Five Mile Beach, a few miles above Cape May on the Jersey coast was last season taken in hand by an improvement company who now endeavor to bring the many advantages of the place into public notice. A new narrow gauge railroad will connect Anglesea with the West Jersey Railroad track near Cape May Court House.

BARNEGAT INLET, on the coast midway between Long Branch and Atlantic City, has become famous through its blue fish. The arrival of the first school, generally about the last of the month of May, is the signal for hundreds of sportsmen and business men to pack off for the sea-shore. The route from New York is by the New

Jersey Southern Railroad to Barnegat, by way of Manchester, and from Philadelphia the sportsmen may go by the Pennsylvania Railroad from Camden to Whitings, and from this point by the Tuckerton Railroad to Barnegat.

BEACH HAVEN is another of the resorts on the Jersey coast which have sprung into popularity within a few years. It is situated on Long Beach, a small sandy promontory running parallel with the Jersey coast and separated from it by Little Egg Harbor Inlet. This inlet affords every opportunity for boating and fishing without the danger of the open sea and powerful surf which rolls in on this exposed coast. Across the promontory the surf may be seen in all its glory. Beach Haven contains four well-kept hotels, easily accommodating a thousand visitors. Steamers connect Beach Haven with Barnegat, and thence the route to the north and west is the same.

The Long Beach Hotel opens this year under the management of Mr. R. H. Southgate, so favorably known for his management of Congress Hall, Saratoga, and the Windsor Hotel, Montreal. A number of cottages have been erected in the neighbourhood of the Hotel for families, and immediately on their completion were taken by fashionable people ; and several New York Clubs have also built summer quarters on the Beach. In fine, everything points to Long Beach, and the Hotel, becoming the most fashionable resorts on Long Island.

OCEAN GROVE, six miles above Long Branch, is a reservation controlled by ministers and members of the Methodist Episcopal Church of New Jersey and Pennsylvania. It is resorted to during the summer by quite a

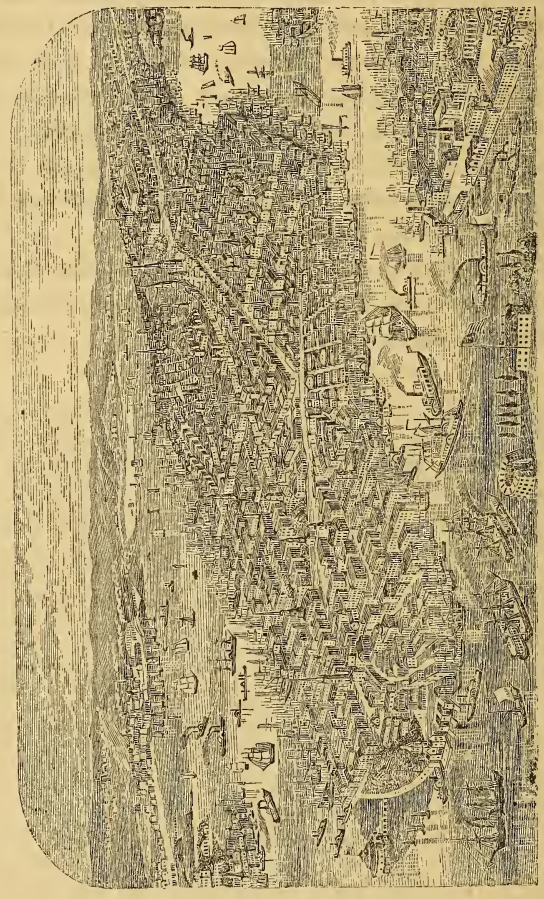
number of ecclesiastics, and christian families. No intoxicating drinks are permitted on the grounds, and boating, bathing and drinking are strictly prohibited on the Sabbath. During the Camp Meeting season, the village is crowded to its utmost capacity, many of the visitors living in tents and other temporary structures upon the beach and in the adjoining groves. The passenger traffic at this point, during the summer season, is larger than to any other resort on the New Jersey coast, between Long Branch and Atlantic City.

ASHBURY PARK AND OCEAN BEACH adjoin Ocean Grove, the one on the north, the other on the south, and are both largely patronized.

NEW YORK.

Here we are again at New York. But, before losing ourselves among its 1,500,000 inhabitants, we raise our hat to the departing reader, with the hope that the trip here ended has been a pleasant one. "On different senses, different objects strike;" but we think there has been something of a sort to please all. Men of every pursuit, and of every variety of taste, will have been able to indulge, each in his peculiar hobby; for, although the extent of ground traversed may not seem so large as otherwise might appear, from the similarity of race everywhere encountered, yet, from the free expression given to thought, and the amount of enterprise, social and individual, everywhere met with, there is, perhaps, not a better field open for examining the working merits of the different schemes which have been from time to time proposed as affording solutions of the important questions of national education, workmen's associations, co-operative labour, &c.

To the political economist there has been, therefore, abundant subject for fruitful study; and the prospects of



CITY OF NEW YORK—SHOWING THE WATER FRONTS OF NORTH AND EAST RIVERS.

an ever-increasing wealth, lately opened by the discovery of rich mineral veins, in territory hitherto regarded as unproductive, will afford the theorist ground on which to

work, in conducting his speculations on the great future reserved for this continent.

To the geologist no tract of country could well be found more replete with interest than that we have traversed. He has been brought face to face with nature in her sublimest aspects; he has been admitted, as it were, to view the *arcana* of her great workshop, and the vast cuttings scooped out by the powerful force exerted through successive ages on a limestone formation, by a stupendous power like Niagara as well as the tiny "striæ" or ice grooves, that to this day mark, with unerring line, the course of the Northern glaciers, as, in ages still more remote, they ground down the greater portion of the North American continent.

The artist and sportsman have also no reason to complain of the bill of fare offered for their special enjoyment. The former could hardly study in a better school than that he has just left—a school that has produced more than one conscientious interpreter of its own peculiar "*genre*." And the latter will, on his journey round, have been able to inspect, the spoils of many a game-bag and fishing basket.

The student of life and character will have occasion to notice many novelties; and the strange mixture of the two languages in Canada, by the "*habitants*," as they are called, will astonish his ideas of euphony. His pure French, if such, perchance, he can command, will not unfreqently prove "*caviare*" to these swarthy folks, but, perhaps, nothing will have more effect on him than the first sight obtained of the Red Man, as he appears in the streets of our cities in this the 19th century—"*O, quantum mutatus ab illo*," he will exclaim, from that romantic-

looking creature clothed in a scanty allowance of "fig-leaf," who used to be served up for the delectation of our infantile minds in the pages of old Peter Parley—when he sees the Indian Chief of his boyhood, so strangely modified by the Darwinian system of Natural Selection, into a smooth-faced, oily-haired, individual, clad in paper collar, Eureka shirt, and extensive wide-awake.

We have endeavored to describe faithfully and correctly the routes over which we have passed in company. There are doubtless some whose knowledge of particular points named is greater than that possessed by us, and such, if combined with those already given, would greatly enhance the value of our Guide; we, therefore, ask information from those best able to afford it, and we promise that, so far as the limits of the work may permit, the same shall be given in future editions to our friends, the traveling public. At New York, the Metropolis of America, the traveler will have a choice of routes for the homeward trip, which we hope will be safely accomplished. And as the cares of life are once more taken up, and the avocations resumed which for the time were left behind, may renewed health and vigor, as the result of the pleasant journey round, give zest to the performance of those duties, which will be sweetened with the pleasant memories of the scenes which have been visited and the wonders and beauties of nature which have been viewed. We will now lift our hat to the departing tourist, whom we have conducted in making the all round trip, and bid him a temporary farewell, hoping to renew his acquaintance in traversing a larger and more extended route next year.

ADIEU.

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CITIES, TOWNS AND PLACES OF INTEREST.

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REMINDERS FOR RAMBLERS.

[See announcements following, for many particulars of value and interest.]

Special Routes for Travellers,

Probably no fact evidencing American progress is more clearly demonstrated than the prevailing custom among all classes to devote more or less of the summer months to journeys in search of health and pleasure, or to obtain the relaxation from care and business, so much needed by our fast-living and hard-working people. Particularly is this custom to be observed in large cities and towns, where a summer jaunt is deemed as essential to the year's routine as the seasons are to its fruitfulness. This propensity is not limited to a class. The rich and poor alike indulge it—varying their enjoyment only in the places sought or the time consumed. Those who are fortunate enough to possess plenty of both leisure and lucre, crowd European steamers and seaside cottages; others join the throngs who make our fashionable resorts the gayest in the world; while others, who prudently consider the cost, both in dollars and days, "spy out the land," like Caleb and Joshua, seeking its shady nooks and rocky fastnesses, its health-giving fountains and natural wonders, and return at the end of their rambles laden with the rich spoils of nature in the shape of strengthened bodies and invigorated minds. If the philanthropist will, for a few days of the hot weather, station himself at any of the principal steamboat docks or railway depots in the great cities, he will be struck with the eager joy of crowds hurrying out of town for a view of country scenes and a breath of country air. Old and young are alike excited and rejoiced

at the prospect before them. If the same points are observed when these ramblers return, he will see them laden with the spoils gathered where the birds sing and the grasses grow, and notice that the hands of many grasp as treasures leaves and wild flowers, which the country denizens would sneer at as weeds. But to the woman or child who is accustomed to gaze only on hot walls and hotter streets these humbe offerings of dell and dingle are reminders of coolness and shade, and are cherished as mementos of God's country.

Railroads, Steamships and Steamboats being now the common highways of our land, it is only natural that their managers should seek to accommodate this travelling propensity of the people, and the last eleven years have witnessed a wonderful progress in this direction. Almost every important line in the United States and Canada now makes a prominent feature of its "Summer Excursions," and each vies with its competitors in offering inducements, both in routes and rates, that will attract the tide of travel over its line. All this benefits the public, because the facilities offered widen, by hundred of miles and at no additional cost, the area open for their summer wanderings. In perfecting these arrangements the various RAILROAD, STEAMSHIPS AND STEAMBOAT COMPANIES can justly claim the first position. They have, from year to year, amplified their system of Summer Excursion Routes, until now they extend through all the varied and interesting scenery for which the Eastern, Middle Western States and Canada are celebrated.

The numerous and widely diverging lines of these Companies following the courses of beautiful rivers, penetrating the fastnesses of giant mountains, reaching the restless waves of the mighty ocean, and meandering through romantic vales to breezy heights, afford facilities for pleasure travel unrivalled on the continent, and all these advantages have been so systematized and perfected as to become models for scores of imitators. Not only are the routes offered by the various Companies represented in our Guide Book, extended and

varied in their attractions, but the accommodations provided over and along them are as perfect as skill and liberality can produce. The summer tourist can select from the routes they offer a jaunt of a few miles, or a journey of thousands. But, whether his vacation be limited to a day or extended to months, —whether he seeks the shade of a suburb or the pleasures of remote resorts,—the same care will attend him and the same comfort surround him. His inquiries will be answered cheerfully and courteously by the agents and employés of the Companies, and he will be neither hurried nor delayed while on his journey. He can pause where attractions are concentrated, and study the lessons of the country's greatness, opened by the hundreds of mining, manufacturing and agricultural centres scattered along his route ; and when the trip is ended he will find that the cost has been no greater than it would have been had he spent the same time in one locality.

Our Tourist's Guide for the year 1881 is confidently com mended to the attention of all who purpose a round trip by rail or water. It will be found systematically arranged—the routes presented, increased in number and extent ; the sketches of resorts complete and showing clearly the location of all places accessible, and the channels by which they are reached ; and a large number of new and attractive resorts, with desirable hotels, so presented as to meet a long-needed want of tourists. Such a companion for the tourist is of more than ordinary interest, and cannot fail to direct him into paths of pleasure and enjoyment.

FOR TORONTO AND RIVER ST. LAWRENCE.

The Palace Steamer

"CHICORA,"

RUNNING BETWEEN

Lewiston, Niagara and Toronto,

In direct connection with Trains on the

New York Central & Hudson River R. R. and Canada Southern Railway,

Giving both the Tourist and Business Traveller a delightful sail of FORTY MILES

ACROSS LAKE ONTARIO,

Connecting at Toronto with ROYAL MAIL LINE for

Thousand Islands, Rapids of St. Lawrence, &c.

Tickets on sale at all Ticket Offices of the N. Y. C. & H. R. R. R., and Royal Mail Line, and by

BARLOW CUMBERLAND,
35 Yonge Street, TORONTO.

JOHN FOY, Manager.

RICHELIEU & ONTARIO NAVIGATION CO.

SUMMER ARRANGEMENT.

The Steamers of this Company between

MONTREAL and QUEBEC

run regularly as under :—

The "QUEBEC," Capt. R. Nelson, on **Mondays, Wednesdays,** and **Fridays,** and

The "MONTREAL," Capt. W. Burn, on **Tuesdays, Thursdays,** and **Saturdays,** at SEVEN o'clock p.m., from Montreal.

Steamers from

MONTREAL to HAMILTON

connecting at Toronto with the Steamers for Niagara Falls and Buffalo, and with Railways for all points West, will leave daily (Sundays excepted), from the Canal Basin, at NINE o'clock a.m., and Lachine on the arrival of the Train leaving the Bonaventure Station at NOON, and Coteau Landing on arrival of Train leaving Montreal at FIVE o'clock p.m.

Steamer "BOHEMIAN," Capt. J. Rankin, for Cornwall and intermediate ports, every **Tuesday** and **Friday,** at 12 noon, from Canal Basin.

Steamer "TROIS RIVIERES," Capt. J. Duval, leaves for Three Rivers every **Tuesday** and **Friday,** at 2 p.m., connecting at Sorel with Steamer "SOREL" for St. François and Yamaska.

Steamer "BERTHIER," Capt. L. H. Roy, leaves for Berthier and Maskinongé every **Tuesday** and **Friday,** at 2 p.m.; for Verchères, every **Monday** and **Thursday** at 4 p.m. ; and for Berthier at 3 p.m., on **Saturdays.**

Steamer "CHAMBLY," Capt. Frs. Lamoureux, leaves for Chambly every **Tuesday** and **Friday,** at 2 p.m.

Steamer "TERREBONNE," Captain Laforce, leaves daily (Sundays excepted), for Boucherville, Varennes and Bout de l'Isle at 5 p.m. except **Saturdays** at 3 p.m.

COMPANY'S TICKET OFFICE, where staterooms can be secured from R. A. Dickson, 133 St. James Street, and at the Ticket Office, Richelieu Pier, foot of Jacques Cartier Square, and from Robert McEwen, at the Freight Office, Canal Basin.

GENERAL OFFICES, 228 ST. PAUL STREET.

J. B. LAMERE, *General Manager.*

ALEX. MILLOY, *Traffic Manager.*

OTTAWA RIVER NAVIGATION CO.

MAIL LINE DAY STEAMERS

BETWEEN

Montreal and Ottawa.

Passengers for Ottawa and all intermediate ports take 7 a.m., train for Lachine, daily, to connect with steamer.

First-class Fare to Ottawa		$2 50
Return	do	4 00
Second-class	do	1 50

Favorite Route for Tourists.

Charming Scenery and Comfortable Meals.

DAILY EXCURSIONS, taking 7 a.m. train to Lachine. ALL DAY TRIP TO CARILLON AND BACK, passing through beautiful scenery. Steamer remains at Carillon one hour and a-half, returning HOME BY THE RAPIDS. Fare for the round trip, $1.25, on Saturdays $1.

Tickets for the CALEDONIA SPRINGS (the Saratoga of Canada) at Reduced Rates. This is the most direct of any route to the Springs.

EXCURSIONS UP BY RAIL AND DOWN BY BOAT.

DOWN THE RAPIDS in the afternoon, take the 5 p.m. train for Lachine *Daily*. Fare for round trip 50c.

ST. ANNE'S daily at 12.30 p.m. train, and on Saturdays by 2 p. m. train, returning by boat at 4 p.m. *via* Rapids. Fare for round trip, 80c.

ROUND TRIP tickets issued to Ottawa, up by rail and down by boat.

Tickets, Tourists' Cards, and all information at principal Hotels, Grand Trunk Office, 143 St. James street and Depot, and the Company's Office, No. 13 Bonaventure street.

Freight Office, 87 Common Street, Canal Basin.

R. W. SHEPHERD, President.

LAKES CHAMPLAIN AND GEORGE.

Steamers "VERMONT" and "HORICON," form a day line in either direction through both Lakes. Going South leave Plattsburg every morning (Sundays excepted), via Port Kent (Ausable Chasm), Burlington and way landings, reach Fort Ticonderoga at noon (dinner after arrival).

OBSERVATION CAR

around Mount Defiance to Baldwin; Lake George steamer to Caldwell, connections thence through to Saratoga, Troy and Albany same afternoon.

Passengers to go through both Lakes, leave Montreal by afternoon train and lodge at Plattsburgh, then leaving by morning train do not pass through Lake Champlain, but reach Saratoga via Lake George the same afternoon in time for tea.

P. W. BARNEY,
Super. Burlington, Vt.

C. C. McFALL,
Ticket Agent,
143 St. James St., Montreal.

(See page 120.)

ROYAL MAIL LINE.

OF STEAMERS

TO THE

SAGUENAY,

TADOUSAC,
CACOUNA,
RIVIERE DU LOUP,
and MURRAY BAY.

Commencing on the 28th of June the well-known first-class Steamers

"SAGUENAY," CAPT. M. LECOURS.
"UNION," " ALEX. BARRAS.

Will leave the St. Andrew's Wharf as follows :

Tuesdays and **Fridays**, at 7.30 A. M., the "SAGUENAY," for Chicoutimi and Ha! Ha! Bay, calling at Baie St. Paul, Les Eboulements, Murray Bay, Riviere du Loup, Tadousac and L'Anse St. Jean.

Wednesdays and **Saturdays**, at 7.30 A.M., the "UNION" for Ha! Ha! Bay, calling at Baie St. Paul, Les Eboulements, Murray Bay, Riviere du Loup and Tadousac.

Connecting at Quebec with the RICHELIEU AND ONTARIO NAVIGATION COMPANY'S Boats, Q. M. O. & O RAILWAY, and GRAND TRUNK RAILWAY; and at Riviere du Loup with the INTERCOLONIAL RAILWAY for and from the Maritime Provinces and Atlantic States.

Leaving Riviere du Loup :—For the Saguenay, at 5.00 P.M., same day; and for Quebec, **Wednesdays, Thursdays** and **Saturdays** at 5.00 P.M., and on **Sundays** at 7.00 P.M.

TICKETS for sale, and State-Rooms secured at the General Ticket Office, opposite the St. Louis Hotel. and at the Company's Office.

For further information enquire at the ST. LAWRENCE STEAM NAVIGATION CO., St. Andrew's Wharf.

A. GABOURY,
Secretary.

PORTLAND STEAM PACKET CO.

Daily Line of First-Class Steamers between

Boston & Portland.

ONE OF THE STEAMERS

"John Brooks," "Falmouth," "Forest City,"

WILL LEAVE INDIA WHARF, BOSTON,

For Portland

Every Evening (Sundays excepted) at 5 o'clock,

Connecting, on arrival, with Maine Central, Knox & Lincoln, Portland & Ogdensburg, Grand Trunk, and Portland & Rochester Railroads, and with Bangor and Machias Steamers for points on the Coast of Maine.

THIS LINE AFFORDS A MOST DESIRABLE ROUTE TO

Lewiston, Old Orchard Beach, Poland Spring, Rangeley Lakes,

Mt. Desert, Bethel, Gorham, N.H., North Conway, Crawford's, Fabyans, &c.

Finest Ocean Trip on Eastern Coast, and best route to White Mountains, and Inland and Seaside Resorts of Maine.

THROUGH TICKETS AT LOW RATES.

Leave Portland for Boston every evening (Sundays excepted) at 7 o'clock, connecting, on arrival, with the earliest trains on all diverging lines.

J. B. COYLE, *Treas. & Manager.* **J. B. COYLE, Jr.,** *Gen. Agent.* **J. F. LISCOMB,** *Gen. Tkt. Agt.*

WM. WEEKS, Agent, Boston.

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2 Express Trains Daily, 2

(SUNDAYS EXCEPTED) BETWEEN

MONTREAL AND BOSTON,

WITH

PULLMAN DAY AND SLEEPING CARS,

Leave MONTREAL, 7.15 a.m., and 6.30 p.m.,

ARRIVING IN

BOSTON at 7.00 p m., and 8.30 a.m.

3 Express Trains Daily 3

(SUNDAY EXCEPTED) BETWEEN

MONTREAL and NEW YORK,

Leave MONTREAL 7.15 a.m., 3.20 p.m. and 6 p.m., and arrive in NEW YORK 10 p.m., 6.45 a.m. and 12 Noon.

WAGNER Sleeping & Drawing Room Cars through without change.

Passenger and Baggage Cars, Montreal to Albany, without change.

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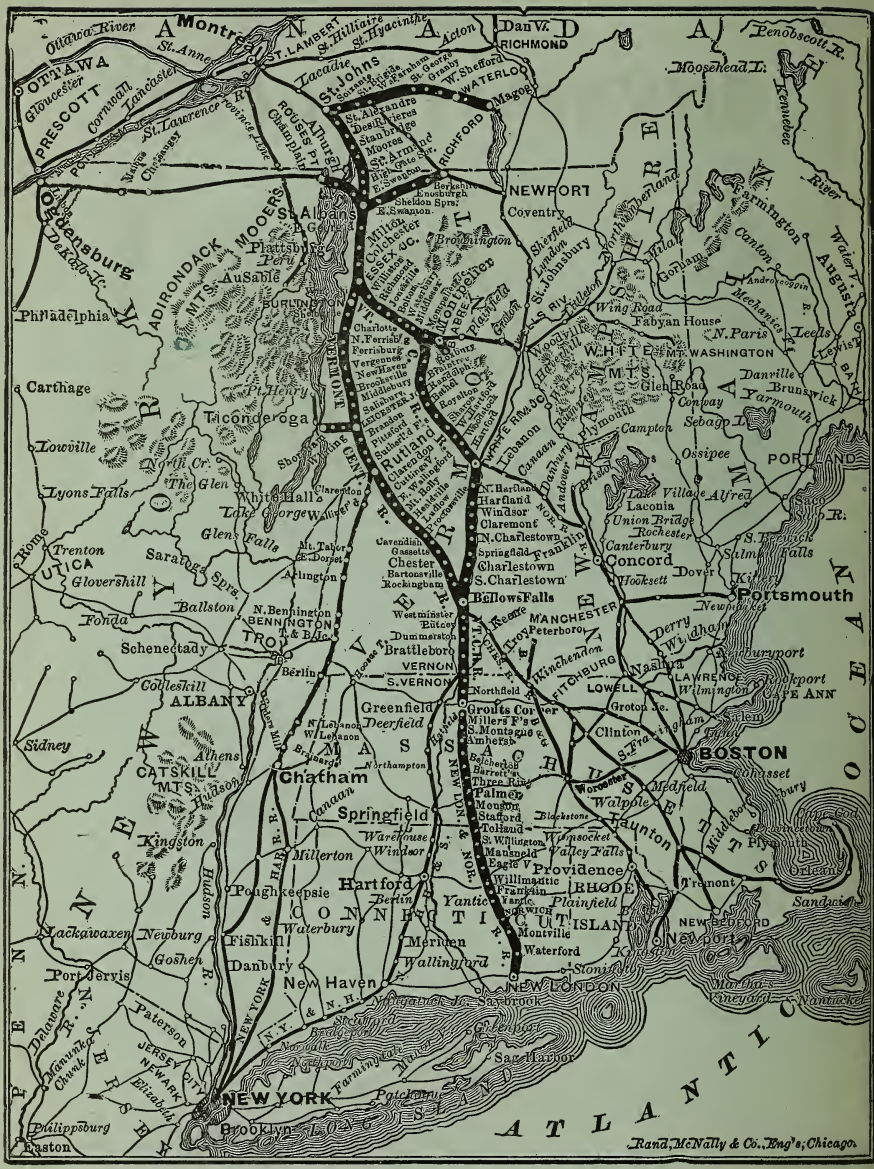
260 Washington Street, Boston, T. E. Bond, Ticket Agent.
271 Broadway, New York, E. R. Coppins, " "

J. W. HOBART, *Gen'l Superintendent,* St. Albans, Vt.

WM. F. SMITH, *Gen'l Pass'r Agent,* St. Albans, Vt.

D. McKENZIE, *Ass't Gen'l Pass'r Agent,* St. Albans, Vt.


Montreal
OTTAWA
PRESCOTT
Ottawa River
St. Lawrence River
St. Lambert
St. Hyacinthe
Acton
Dan V.
RICHMOND
Penobscot R.
Moosehead L.
Kennebec R.
Kennebec River
St. Johns
Lacadie
Rouses Pt.
Champlain
Alburgh
Swanton
Highgate Springs
Franklin
Richford
Waterloo
Magog
Orsainville
Quebec
Beauharnois
Chateauguay
Valley R.
Gloucester
Cornwall
Lancaster
Ogdensburg
De Kalb Jc.
St. Albans
Georgia
Sheldon Springs
E. Swanton
Berkshire
Enosburgh
Coventry
NEWPORT
Northumberland
Lyndonville
Barnet
Passumpsic R.
Connecticut River
Wells River
Groton
Peacham
Danville
Harvard
Brownington
Sutton
Derby Line
Island Pond
Canton
Gorham
Andrescoggin R.
Mechanics Falls
Leeds
Lewiston
Augusta
Waterville
Skowhegan
Bangor
Plattsburg
Peru
Au Sable
ADIRONDACK MOOERS MTS.
Rouses Point
Phildelphia
Carthage
Ticonderoga
Lowville
Lyons Falls
Trenton Falls
Rome
UTICA
Glovers hill
Saratoga Spgs.
Ballston
Fonda
Schenectady
Colleskill
ALBANY
Sidney
Athens
CATSKILL MTS.
Hudson
Kingston
Lackawaxen
Newburg
Port Jervis
Goshen
Delaware R.
Hudson R.
Poughkeepsie
Fishkill
Danbury
Paterson
JERSEY CITY
NEWARK
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Burlington
Shelburne
Charlotte
N. Ferrisburg
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Brandon
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Sudbury
Rutland
Castleton
Fair Haven
Benson
Hydeville
Poultney
Granville
Whitehall
Lake George
Wallers Falls
Glen Falls
Mt. Tabor
E. Dorset
Arlington
Manchester
Bennington
Troy
Berlin
Greenfield
Deerfield
Northampton
Chatham
Springfield
Millerton
Waterbury
Hartford
Berlin
Yantic
Norwich
Meriden
Wallingford
New Haven
Waterford
NEW LONDON
Stonington
Saybrook
Sag Harbor
Montpelier
Barre
Northfield
Roxbury
Williamstown
Orange
Bradford
Newbury
Haverhill
Lisbon
Littleton
Whitefield
Lancaster
Jefferson
Gorham
Randolph
Shelburne
Gilead
Bethel
Rumford
Mexico
Dixfield
Canton
Peru
Hartford
Woodstock
Hartland
Windsor
Claremont
N. Charlestown
Springfield
Charlestown
S. Charlestown
Bellows Falls
Westminster
Putney
Dummerston
Brattleboro
VERNON
S. VERNON
Keene
Troy
Peterboro
Winchendon
FITCHBURG
Northfield
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Millers Falls
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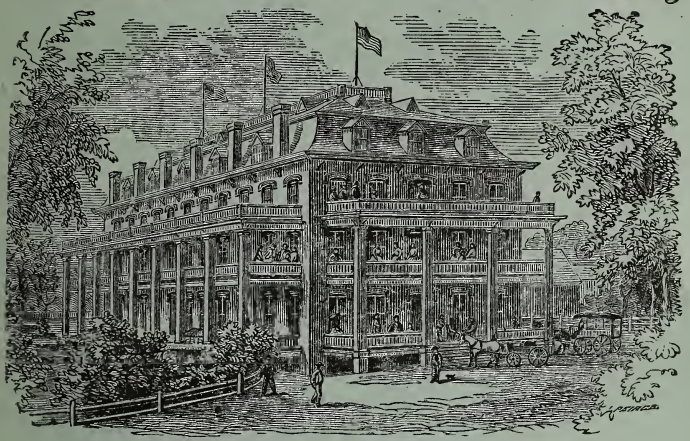
Palmer
Monson
Stafford
Tolland
Willington
Mansfield
Eagleville
Warehouse Point
Windsor Locks
Millerton
Hartford
Berlin
Yantic
Norwich
Meriden
Wallingford

BRANDON HOUSE,



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The GARDINER BROS., formerly of the "Mansion House," Williamsport, Mass., having secured a lease of this well-known House, take pleasure in announcing to their friends and the public that their aim will be to conduct it with special reference to the comfort and convenience of their guests.

The House contains fifty large and well-ventilated rooms, single and en suite, which have been recently refitted with all the latest modern appliances. The house is beautifully situated, facing a shady park, and surrounded on all sides by the lofty peaks of the Green Mountains. The scenery of the surrounding country is charming, and the air most invigorating,, rendering the locality a most desirable place of resort.

All information cheerfully given on application to

GARDINER BROS., Proprietors.

TUCKER HOUSE,

CHURCH STREET,

BELLOWS FALLS, VERMONT.

This house is located in the central part of the Village, with spacious grounds overlooking the Connecticut River. Rooms furnished to suit and a first-class table at the following rates:

TRANSIENT BOARD PER DAY, $1.25; PER WEEK, $6,00 TO $8.00

☞ Summer Boarders desiring a quiet boarding place will find good accommodation.

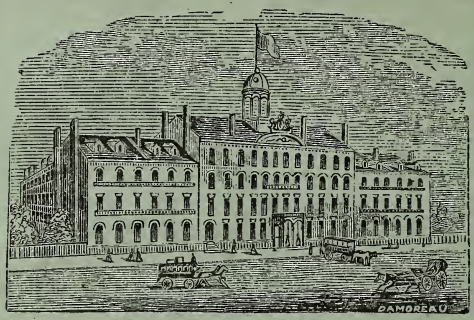
MEALS FURNISHED AT ALL HOURS.

☞ Carriages and Porter will meet all Trains at the Depot.

W. T. GIBSON, *Proprietor.*

ADDISON HOUSE,

MIDDLEBURY, VT.



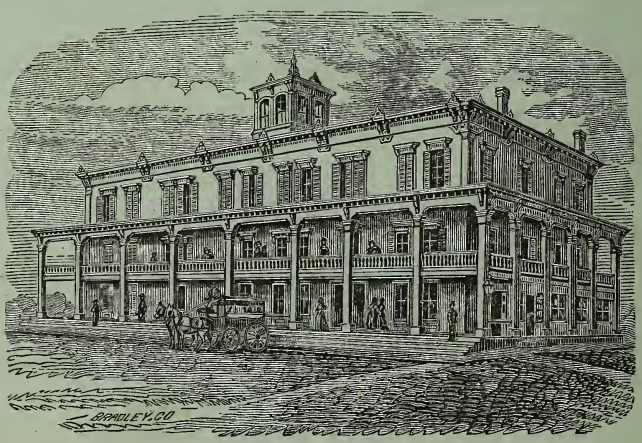
DARWIN RIDER, Prop'r.

This House having been externally altered and embellished and the rooms entirely refurnished, offers special attractions to those seeking pleasure and a retreat from business and a quiet home. It stands on rising ground, surrounded by the Park of this beautiful village, in full view of the Green and Adirondack Mountains. The village in attractive streets and buildings, and beautiful surroundings of scenery, can hardly be said to have a superior in New England. The mountain streams in the vicinity abound in trout to a degree unequalled by any portion of New England.

Guests at this House, whether friends from the vicinity desiring transient entertainment, travelers on business, pleasure parties, or families seeking a temporary home in rural retirement, will at all times find a sumptuous table, airy and elegantly furnished rooms, attentive servants, and the proprietor always solicitous for their comfort and welfare.

STEVENS HOUSE,

VERGENNES, VT.



Carriages to and from the Depot and Boat. A good Livery is connected with the House. **S. S. GAINES, Proprietor.**

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S. DANIELS, - - - Proprietor.

Within two minutes walk of the Parliament Buildings, Post Office and Telegraph Offices.

OMNIBUSSES MEET ALL TRAINS AND BOATS.

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ANDREWS & BROWNE, - Proprietors.

Only first-class Hotel in the city; located on public Square. Rates reasonabie as any first-class House.

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TO WHICH WE WOULD RESPECTFULLY CALL THE

TRAVELLER'S ATTENTION.

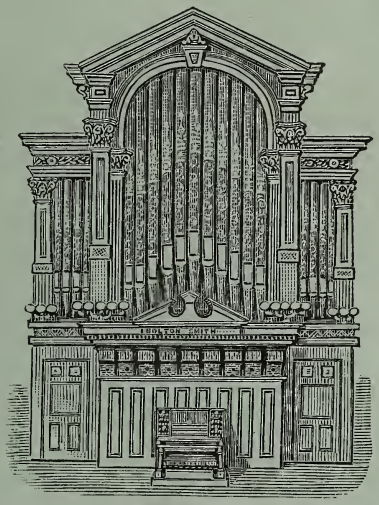
BOLTON & SMITH,

—MANUFACTURERS OF—

Church and Choral Organs

of any Architectural Design of Case, and Combination of Stops,

FROM 1 to 3 BANKS OF KEYS,



COSTING from $300 and UPWARDS.

Communications from parties desiring Organs will be promptly attended to, and satisfaction guaranteed.

Tuning and Repairing promptly attended to.

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ESTABLISHED 1834.

PRIZE MEDALS

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ALSO

Gold Medal awarded at Dominion Exhibition, Ottawa, 1879, for best collection of Furs.

JOHN HENDERSON & CO.,

Hatters and Furriers

MONTREAL.

Tourists are invited to call and see our Stock, on view during the summer, embracing all the finest classes of

RUSSIA, HUDSON'S BAY AND CANADIAN FURS,

All manufactured on the premises in the best manner and in latest styles.

English, French and American Hats of all Kinds

Received from the Best Makers Weekly.

ALL ROUND ROUTE AND PANORAMIC GUIDE

OF THE

ST. LAWRENCE

And Western Tourists Guide.

Is published Annually. It contains full description of the points of interest on the "All Round Route," including Hudson River, Trenton and Niagara Falls, Toronto, Ottawa, Montreal, Quebec, Saguenay River, White Mountains, Portland, Boston and New York; also of Chicago and all points of the Great North West, including much valuable information concerning railroad and steamboat lines; gives full descriptions of Lakes, Rivers, and Mountains, the summer resorts of the West and North West, and all items of interest which a traveller would desire to know regarding the various routes of travel. It is profusely illustrated, and is furnished with maps of the Route; it also contains a Fine Panoramic View of the St. Lawrence River.

A Traveler armed with this Guide needs no further information.

This is one of the

BEST ADVERTISING MEDIUMS

in the country, and from its large circulation, affords unusual advantages to Merchants, Bankers, Insurance Companies, Hotel-keepers, Proprietors of Summer Resorts, Steamship, Steamboat and Railway Lines in United States and Canada.

For further particulars, as to price of advertising, etc., application should be made to

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CHISHOLM'S

MONTREAL ILLUSTRATED,

OR

Strangers' Guide

TO

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A COMPLETE HAND-BOOK DIRECTING VISITORS

Where to Go, when to Go, and how to Go,

THROUGH THE CITY AND SUBURBS:

CONTAINING A FINE

MAP OF THE CITY,

Showing the distances from the centre to the different points.

Price 50 Cents.

For sale on the Cars and Steamboats, and at the Booksellers, Hotels, Depots, &c.

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All-Round Route and Panoramic Guide

Every Traveller should purchase a copy of Chisholm's

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THE ST. LOUIS HOTEL,

ST. LOUIS STEET,

QUEBEC,

WHICH IS UNRIVALLED FOR SIZE,

Style and Locality in Quebec,

Is open throughout the Year for Business and Pleasure Travel.

It is eligibly situated, near to, and surrounded by, the most delightful and fashionable promenades, the Governor's Garden, the Citadel, the Esplanade, the Place d'Armes, and Durham Terrace, which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated, and which is unsurpassed in any part of the world.

The Proprietors, in returning thanks for the very liberal patronage they have hitherto enjoyed, inform the public that this Hotel has been thoroughly renovated and embellished, and can now accommodate about 500 visitors; and assure them that nothing will be wanting on their part that will conduce to the comfort and enjoyment of their guests.

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WILLIS RUSSELL, President.

For sale by all Booksellers, and News Agents on Railway Trains and Steamers.

VANITY FAIR (*FLAKE CUT.*)

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LONG CUT.

OLD GOLD (*FLAKE CUT.*)

SMOKING TOBACCOS.

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FRAGRANT VANITY FAIR !	THREE KINGS !	NEW VANITY FAIR !

Each having Distinguishing Merits.

HARMLESS, REFRESHING and CAPTIVATING.

8 FIRST PRIZE MEDALS.

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PEERLESS TOBACCO WORKS. ROCHESTER, N.Y.

THE

ADELPHI HOTEL,

SARATOGA SPRINGS, N.Y.

This new and elegant Hotel will accommodate one hundred and seventy-five guests, and is centrally located on Broadway, between the two mammoth hotels, the 'United States' and 'Grand Union.'

IT IS WITHIN THREE MINUTES' WALK OF THE

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SPRINGS.

Elegantly Furnished; Rooms Large, and Supplied with Hot and Cold Running Water, with Bathrooms and Closets attached.

TERMS REASONABLE.

W. H. McCAFFRY, Proprietor.

For further particulars see Descriptive Matter concerning Saratoga Hotels, page 85.

NO MORE ROUND SHOULDERS!

THE AMERICAN BRACE!

PATENTED.

1. This brace in its peculiar construction has all the advantages of a suspender for the pantaloons, Shoulder Brace and Chest Expander combined.

2. It does not disarrange the shirt bosom.

3. It cannot slip off the shoulder.

4. There is less strain on the buttons of the pantaloons.

5. Each section of the pantaloons can be adjusted independently.

6. By means of the adjustable back strap, a gentle or powerful brace may be obtained.

7. In rainy weather the pantaloons may be raised from the heels without interfering with the front.

1. This brace in its peculiar construction has all the advantages of a Chest Expander and Skirt Supporter combined.

2. It expands the chest and gives free respiration to the lungs.

3. It keeps the shoulders perfectly straight.

4. It relieves back, hip and abdominal organs by supporting the entire weight of the clothing from the shoulders.

5. It is worn without any inconvenience whatever, and imparts new life to the wearer.

6. It is valuable to children while at their studies, obliging them to always sit erect.

In ordering by Post, send Chest Measure.

☞ *Sent Post Free throughout the U.S.*

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